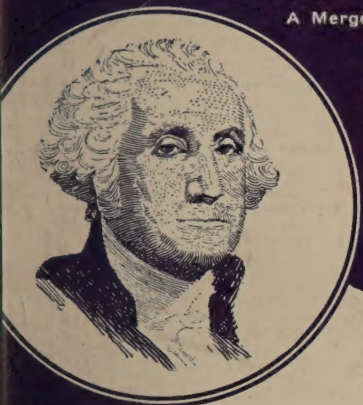


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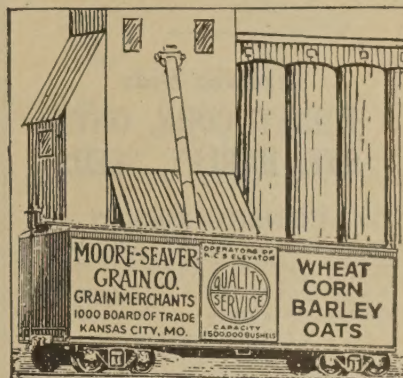
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INFORMATION BURO

Grain & Feed Journals, 332 So. La Salle St., Chicago

Illinois Favors Constructive Farm Relief

[Continued from page 145]

address will appear in a following number.

T. C. BURWELL, Decatur, declared loss of starch business to textile mills, won by cheap imported starch, amounted to 85 cars a month to one corn products manufacturer.

GEO. BOOTH, Lamson Bros. & Co., Chicago, said that corn is one of the commodities overlooked by Washington legislators.

F. S. BETZ, Chicago, declared the government was working on the wrong end of farm relief with its attempts to buy and dump grain, and its efforts at curtailment of production. The only hope for sensible relief is in finding new outlets and new markets for farm products.

J. A. SCHMITZ, Chicago's Board of Trade Weighmaster, called attention to the volumes of blackstrap molasses that is imported into this country for feeding purposes, and for making commercial alcohol. Both purposes reduce the consumption of corn.

Adjourned to 1:30 p. m.

Wednesday Afternoon Session

R. B. ORNDORFF, Delavan, 1st vice-pres., presided at the third session.

MISS PATRICIA HUNT, Decatur, representing the League of Women Voters, talked about "Economy in Government," calling attention to overlapping government boards and bureaus that increase waste of taxpayers' funds. The multiplicity of elections held in every city she branded as wasteful and she advised the delegates to carefully select men to hold lower governmental offices, for they do the actual tax collecting and should be first impressed with necessity for economy.

COOPERATION WITH RAILROADS

H. G. TAYLOR, Chicago, chairman, Western Ass'n of Railway Executives, told of regional advisory boards, saying:

Regional advisory boards were created to bring together the interests of shippers and carriers, so that each might help the other and improve transportation. Regular meetings are held in each district, at which railroad executives are made acquainted with car and service requirements of shippers, and the shippers informed of railroad problems that they may be able to cooperate thru early loadings and unloadings and use of maximum car capacities. Thru these meetings the car shortage bogey has been practically eliminated, and delays in transit have dropped to a minimum.

Prior to organization of the regional boards resolutions were fruitlessly adopted, hearings were held, and service came no where near matching the kind of service offered by the railroads today.

Transportation is of mutual interest to shipper and carrier. Among the greatest accomplishments of regional meetings has been the mitigation of suspicion and the development of confidence and cooperation.

Gathering information on shippers' needs in 1926 enabled the railroads to handle over 1,000,000 cars a week, the largest volume in railroad history, without car shortage. In 1929, the last year of heavy rail traffic, the carriers handled this large volume with 100,000 fewer cars than in 1926.

Transportation facilities in this country are valued at over \$60,000,000,000. The railroads are valued at \$26,000,000,000; highways and cars at \$28,000,000,000; waterways, pipelines, airways and other types of carriers, the remainder. The railroads alone have facilities for moving every lb. of freight and for carrying every passenger. This leaves a surplus investment in transportation equipment of over \$30,000,000,000, most of which has had to come out of the pockets of taxpayers. Isn't it about time that a halt was called to determine if other types of carriers have really accomplished their promises?

Railroads do not appear entirely blameless, but the railroads are burdened with the most obnoxious legislative control of any industry. If they were released from the legislative shackles which bind them to government regulation they would soon reduce rates to a point that would be fair and equitable to all concerned. The Interstate Commerce Commission has kept rates high, and has caused the railroads to spend millions of dollars foolishly on

unnecessary equipment, hearings, and investigations. The regulatory and dictatorial policy of the I. C. C. has proved an expensive burden.

Railroads have born a prominent share in the progress and development that has made this the greatest country on the face of the globe. We still need them, and how the railroads are going to bear thru their present distress is a matter of national concern.

ETHYL ALCOHOL FROM CORN

J. R. HEIPLE, Gridley, described use of ethyl alcohol, made from corn and other farm products, in motor fuel. He said:

Ethyl alcohol, made from corn, potatoes and other farm products, has high anti-knock qualities. If by legislation its use were forced in industries we would automatically create a tremendous outlet for the products of our farms, and to build prosperity for our farmers bigger than all the domestic allotment plans, farm boards, and other forms of relief that have ever been proposed could hope.

Addition of 10% ethyl alcohol to gasoline greatly improves it as a fuel for internal combustion motors. In 1931 the U. S. used about 17,000,000,000 gals. of petroleum products. Had 10% of this been ethyl alcohol, made from farm products, we would have had no surpluses to force prices down. Especially so if all that alcohol had been made from corn. A bu. of No. 3 corn will produce approximately 2½ gals. of alcohol. What a tremendous quantity could have been used in that way.

And why not! The principal use of agricultural products has been the feeding of human and animal population. With a large part of the market for grains destroyed by industrialization of farms, why should not the machinery be forced to use the products of the farms as a fuel? It is a rightful market.

Legislation directing use of ethyl alcohol in gasoline would be easy to enforce. So simple an expedient as placing a tax of 4 cents a gal. on gasoline not treated with alcohol would quickly cause everyone to demand the admixture for economy's sake. Finding the product better they could only be pleased by the admixture.

Adjourned to Thursday morning.

Managers' Club Business Meeting

Pres. Vern Marks presided at the annual business session of the Managers' Club Wednesday evening.

On a prevailing motion present officers were re-elected. They are Vern Marks, Kempton, pres.; F. J. Morrissey, Sublette, sec'y.

V. Y. DALLMAN, Springfield, editor, *Illinois State Register*, in the entertaining address of the evening, illustrated in his own inimitable way, that the Farm Board was doomed to failure before it started, and its attempt to stabilize prices was at least partially responsible for the collapse of commodity markets. The Beshers Plan for adding alcohol to gasoline; the efforts to restrict importation of tapioca and blackstrap molasses into this country to compete with corn products, he looked upon as steps in the right direction.

The tax, the tariff, and other economic inequalities may be attributed to the indifference of good and honest citizens to the building of political machines and the growing of a surplus crop of stuffed shirts in political fields.

The Farm Board is a striking example of the inefficiency of politics in business. However, to strike at any one agency or to cut a few salaries here and there as a gesture of economy in government is only scratching the surface. What we need is good government from the ground up, based on precinct and township committees who think and act in terms of lower taxes, economic justice and reduction in units of government.

Showing of a movie reel of the last annual convention of the Farmers Grain Dealers National Ass'n at Chicago, by F. S. Betz, concluded the evening session.

Thursday Morning Session

Sec'y FARLOW presided over the fourth business session.

CHAIRMAN DANNEWITZ of the Resolutions Com'te, reported the following resolutions, which were unanimously adopted:

Resolutions Adopted

Emergency Rate Reduction

RESOLVED, That we, the Farmers Grain Dealers Association of Illinois, do hereby re-

quest that the Board of Directors immediately instruct the secretary to appoint a committee of practical grain men, of which he shall be a member, for the purpose of making contact with the railroads and urgently insisting that they shall immediately proclaim an emergency rate on agricultural commodities that will be in keeping with the price of products of the soil. This committee shall not be restricted to farmer elevators.

Alcohol as Motor Fuel

RESOLVED, That we, the Farmers Grain Dealers Association of Illinois, give our support to any movement which is sound economically and has for its purpose the increase in consumption of agricultural products, and furthermore

RESOLVED, That we desire a full investigation be made of the practical use of alcohol as a motor fuel to be blended with gasoline, and, if proven practical, we pledge our full support to any sound legislation which would make its use general, believing that this method of removing existing surpluses is more tolerable than taxing bread, meat and overalls as proposed in the Domestic Allotment Plan.

Limitation of Weight and Size of Trucks

WHEREAS, trucks operating upon our public highways for commercial private gain are doing untold damage to said highways in addition to obstructing traffic, therefore, be it

RESOLVED, That we favor such legislation as may be necessary to protect our highway system. We favor limitation of weight and size of all trucks in keeping with the best interests of the general public.

For Notice of Landlord's Lien

WHEREAS, the landlord's lien law of Illinois is obviously unfair to established buyers of grain, requiring the grain buyer to collect rents without any cooperation from the landlord, therefore, be it

RESOLVED, that we urge the General Assembly to amend the law with respect to landlords and tenants, making it necessary for the landlord to co-operate with the grain buyer by giving convenient notice in order to enforce his lien.

For Repeal of Agricultural Marketing Act

RESOLVED, that we the Farmers Grain Dealers Ass'n of Illinois, do hereby request Congress to repeal the Agricultural Marketing Act, and furthermore,

No Appropriations for Farm Board Agencies

RESOLVED, that we request the Congress of the United States to make no further appropriations to any of the agencies in any way connected with the Federal Farm Board.

Resolutions were adopted thanking those who had contributed toward making the convention a success, and expressing appreciation of efforts of officers of the Ass'n in combating attempts of so-called farm organizations to destroy and nullify the magnificent progress made by farmers elevators during the past 30 years.

OFFICERS RE-ELECTED

VERN MARKS, reporting the conclusions of the nominating com'te, urged re-election of all officers whose terms were expiring. His report was adopted, and Sec'y Farlow was instructed to cast a unanimous ballot for T. R. Cain, Jacksonville, pres.; R. B. Orndorff, Delavan, 1st vice-pres.; E. H. Dannewitz, Somonauk, 2nd vice-pres.; Chas. Fairfield, Fisher, treas.; J. A. Henebry, Plainfield, and F. W. McLaughlin, Ashland, directors.

Adjourned *sine die*.

Washington, D. C.—Of \$64,204,503 disbursed by the department of agriculture last year in crop production loans to farmers, a total of \$18,083,751 has been collected, leaving \$46,120,751 unpaid. The summary of collections announced by the department also shows that of 507,632 loans made, either all or a part of 383,038 loans remains uncollected. The average sum collected on each loan is \$35.62, while the average of loans made was \$126. Sec'y of Agriculture Arthur M. Hyde has 667 men traveling around this country in automobiles trying to collect loans from farmers at an expense of \$7,000 a day. Jobs in the bureau that administers these loans, he asserted, were created for eight football players on a Washington college team "to enable them to work after school hours." The coach hails from Mr. Hyde's state, Missouri.

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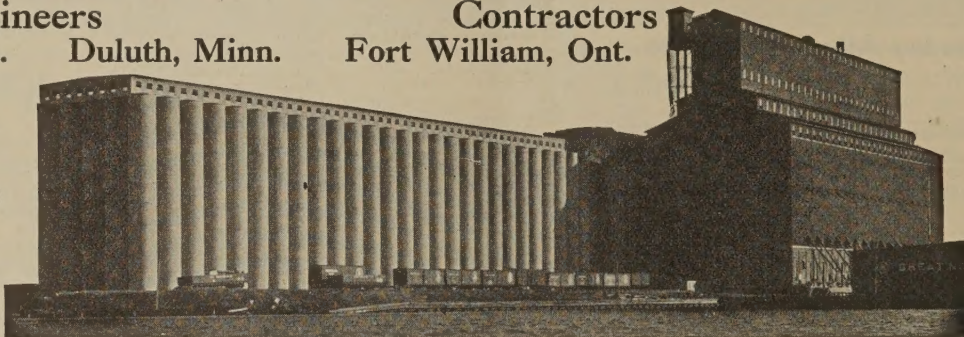
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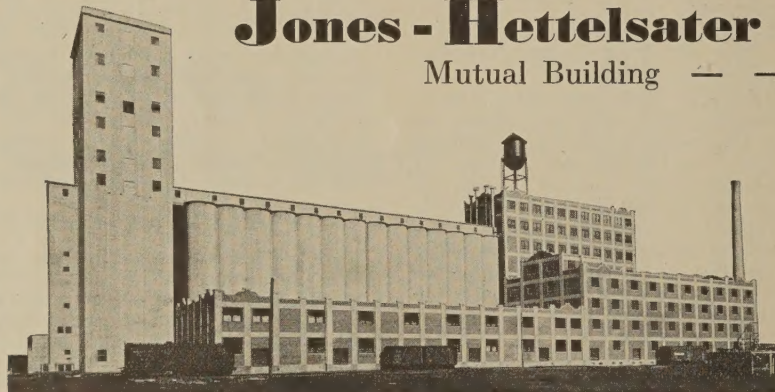
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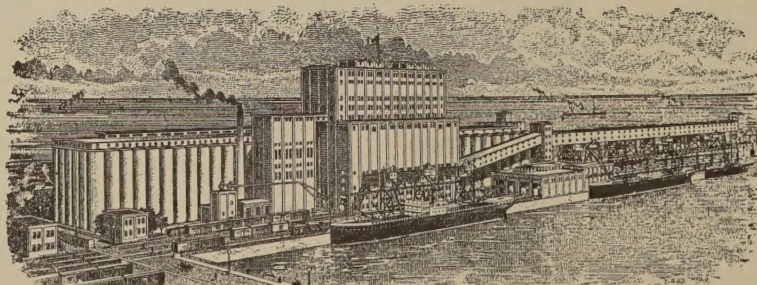
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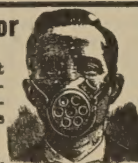
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IOWA Grain elevator equipped, at public auction March 8, 1933, to liquidate company. Bargain price probable. Write W. C. Swan, Morning Sun, Iowa, for detailed information.

WEST UNION, MINN.—Elevator and feed mill for sale; equipment and everything in first class condition. For further information write or call on J. H. Nieters, West Union, Minn.

IOWA—Two elevators in one of the best grain territories in Northwest Iowa for sale. Also handle coal, seed, twine and livestock. No competitor here. Priced right. Address 70A5 Grain & Feed Journals, Chicago, Ill.

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ILLINOIS—25,000 bus. elvtr. for sale on C. M. & St. P. R. R. and C. B. & Q. R. R. Handles sidelines of lumber, coal, cement, seeds, twine, tile and feed. Cheap for quick sale. Address 70C2, Grain & Feed Journals, Chicago, Ill.

INDIANA—15,000-bu. elevator for sale; coal sheds, gasoline station, blacksmith shop, 2½ acres land; 7-room house; 4 mi. from Frankfort; on Nickel Plate R. R. Write Mrs. Ethel A. Coyner, Admr., R. R. 3, Frankfort, Ind.

50,000 BUSHEL CONCRETE terminal elevator for sale, built so additional storage can easily be added. Track and land to accommodate 2,000,000 bushel plant. Best of railroad facilities. For particulars address 70D13, Grain & Feed Journals, Chicago, Ill.

OKLAHOMA—Elevator with new machinery for sale; electric power; flour and feed house; good coal bins; good big cornerrib; good office; new wagon scales; Richardson automatic scales for loading cars; one of best farming territories in state; elevator cost \$7,000, will sell for \$3,000 cash; no competition. C. A. Downing, Grace-mont, Okla.

BARGAIN IF TAKEN AT ONCE—Some one is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property, enlarge your present interests, or embark in the grain business. USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

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MICHIGAN—14,000 bu. grain and bean elevator for sale, also retail business of seeds, feeds, fence, posts and coal, nearest coal yard 5½ miles away, excellent farming territory. Address 70C8, Grain & Feed Journals, Chicago, Ill.

INDIANA—10,000 bus. elevator for sale; on our own land; in town of 450 pop.; elec. power; big coal business; no competition; good territory surrounding for grain, coal, feed, etc. Good chance to make money. Reeves Grain & Feed Co., Charlottesville, Ind.

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IOWA—Grain business for sale; elevator capacity 45,000, corncribs 10,000; also handle coal, seeds, posts, etc. Located in reliable crop territory Northwestern Iowa. Address 70C1, Grain & Feed Journals Consolidated, Chicago, Ill.

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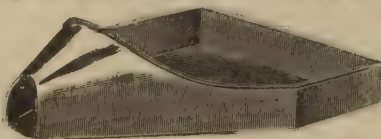
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ONE EACH 20-TON Howe "Ball-Bearing" and 20-ton Fairbanks Suspension Bearing 20x9' Motor Truck Scales complete with compound beam, office fixtures and steel. Tested, packed and guaranteed perfect. Cost over \$650.00 each, sell for \$400.00 each f. o. b. St. Louis, Mo. Write 70D2, Grain & Feed Journals, Chicago.

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Tariffs and Trucks Criticized by North Dakota Dealers

High tariffs that have caused foreign countries to retaliate by discriminating against U. S. grain, and the unregulated trucking of grain for long distances were severely criticized by speakers and delegates to the 22nd annual convention of the Farmers Grain Dealers Ass'n of North Dakota, held in the Fargo Auditorium, Fargo, Feb. 7, 8, and 9. Attendance of nearly 400 came from all over the state in spite of extremely cold weather.

A feature of the convention was the concerts played by the Grainmen's Band, under the direction of Louis Waag, Petersburg, the only organization of its kind in the country. The band retained its old officers, J. M. Johnson, Grand Forks, pres., and L. S. Burgum, Arthur, sec'y.

Tuesday Sessions

C. H. CONAWAY, Starkweather, pres., expressed serious doubts that agriculture might be able to lift itself by its bootstraps, in making his annual address. Of all forms of farm relief plans that have so far been offered farmers thru legislation, passed or proposed, he was skeptical.

Pres. Conaway's Address

We are concerned only with but two types of elevator companies. Those independents and co-operatives who have seen fit to cast their lot with us are our special charges. We have a larger membership in this state than any state in the Union with the possible exception of Iowa and there is very little difference between the two. We are very grateful to our friends and patrons for this fact. The greater the membership the greater the responsibility and the greater the power for good or evil, as the case may be. Some have withdrawn from our Association because of a misunderstanding, some because of financial difficulties and some because of influences that have no appeal to the actual producer of the West. We are sorry that we have been misunderstood and hope to be able to once again act in a capacity for the ultimate good of all. No influence from the East of us, whether it be the grain trade as it is known, or a national set-up with a government subsidy, shall ever dictate a policy of this Association to the detriment of the local farmers' elevator company or the independent who is engaged in a private business of his own. They have joined us for mutual protection and they shall rule supreme through their officers. We recognize no other authority.

There are those among us who would bar the independent as a member of this Association. They are very few and it is not my purpose to question their right of membership. I believe that honest competition in any line of business is a very good thing for the producer as it necessarily narrows the margin of profit taken between the producer and consumer. We welcome the independent as a worthy competitor and extend to him the same protection extended that of any co-operative member of this Association. The independent needs no defense, he asks no quarter and has always been found on the side of those who fight legitimately for their existence. Let him pass out of existence and the producer suffers accordingly. No contract to deliver would ever appeal to him as he prefers to remain as he is, an independent.

Never in the history of the elevator business have our managers been subjected to such close scrutiny as at present. Each manager is supposed to be a collector for each business under the sun. He is never safe and is subject to the vindictiveness of his friends and enemies alike. A multiplicity of laws governing mortgages, liens, claims, hobbies, beliefs, releases, deeds, bills of sale, etc., require that this same manager be a lawyer, diplomat, psychologist, medium and businessman with the qualities of an all around good fellow and the only consolation the manager gets out of all this is the hope that the trade will find him another job when Bill Jordan, the banker, finds that he has paid John Doe for barley on which he holds a mortgage 10 years old and renewed by affidavit each year. You may find ways and means to protect the elevator manager but do not consider his rights for he hasn't any.

There are many other things that I might mention as having a direct bearing on the grain business, but I am quite sure that government

subsidy or government operation of this business will not contribute one cent to the financial welfare of the producers of this country. We are now considering a new method of control, the Domestic Allotment Plan. This may prove to be another noble experiment with the idea in view of "bootstrapping" the farmer. We tried that method once when we were kids and the result was not satisfactory. We now find the forces of relief undecided as to the form the Allotment should take, losing sight of the fact that it will not work at all. There isn't a farmer in America today that could or would live up to the provisions of this latest plan to boost the price of his product. Every one is saturated with a keen desire to end this depression. If the Allotment Plan doesn't work some other plan will undoubtedly be advanced as a cure for an incurable disease. I believe that necessity knows no law and that we, as a people, have forgotten the fact that we were largely to blame for our present condition. We have been following the line of least resistance and it has taken its toll of this world's goods, but to my mind of far greater importance, it has delivered a blow to personal ambition from which we may never recover. We feel today that our government should relieve us of all our business worries and at the same time make peace with those on whom the burden of relief must fall. The federal government would have to be controlled and operated by a group of magicians to do this and we as usual the victim of the magician's wand.

SEC'Y P. A. LEE, Grand Forks, reported increased membership and growth in all departments of the ass'n, in his annual field report. His report said:

Sec'y Lee's Report

Claims against the United States Grain Corp. remain unsettled. Additional legislation is necessary before they can be pressed, and we do not have funds with which to carry on this fight. Several Montana claimants have interested Senator Walsh and other Congressmen and hope is held that something may be done at the special session of Congress.

Legislation: Three measures before our state legislature affect the grain business.

Senate Bill No. 26, introduced by Senator Olson, seeks to amend Chapter 227 of the Session Laws for 1927, and provide regulation of storage and delivery charges of public warehousemen, and the form of receipts to be issued, at one-sixtieth of one cent per net bu. per day, providing, however, that no storage shall be charged until 30 days from date of delivery. Upon surrender of receipt and payment of a delivery charge per gross bu. of 3 cents on flax, 2 cents on wheat and rye, and 2 cents on other grains, plus all other stated lawful charges accrued up to the time of surrender of receipt, the amount, kind and grade of grain is to be delivered as rapidly as due diligence, care, and prudence will permit. The bill is still in the hands of the Senate Warehouse & Grain Grading Com'te.

House Bill No. 35, introduced by Reps. Jodock, Fedje, and Solberg, would prohibit elevator managers, assistants, agents, employees, or directors of elevators within the state and licensed to buy and sell grain, pork, lard, or other merchantable or agricultural products, from making future trades. This bill is before the same com'te.

House Bill No. 48, introduced by Reps. Hendrickson, Morgan, and Springer, would repeal Chapter 155, Session Laws of 1927—the storage law,—and would re-enact all of said law except those sections applying to storing of grain in public elevators. This also is before the same com'te.

Scale Inspections: Your ass'n has sought some relief from the present State Scale Inspection Law. The present law provides a fee of \$10 for inspection and sealing of railroad and track scales; \$5 for inspecting dormant or hopper scales. No service is rendered by the scale inspector. He either approves or condemns, collects the fee, and moves on. If the scale is wrong scale experts must be employed to make necessary repairs. Most of our members employ scale experts for periodical inspections and efforts are being made to amend the law so their inspections will be accepted. But we are not optimistic about winning amendment.

In a North Dakota case fought up thru the supreme court an elevator company was forced to first redeem the storage tickets on a lot of grain, then pay the claim of the mortgagee, which constituted double payment for the same

lot of grain, simply because the elevator company had not made a deposit with the Clerk of the Court prior to the time when demand was made by the interested claimants.

Both the law and the decision are unfair and we are seeking to interest the present legislature in amending Section 7594, Compiled Laws of 1913, which deal with the right of the warehouseman to make a deposit, so that the warehouseman may make such deposit with the Clerk of Court in the county where located within 15 days after a demand has been made. It is likely that claimants and lien holders will increase in numbers during the next few years, due to the vast numbers of claims now piling up.

Lien Laws: Some attempt should be made to correct thru legislation the law now existing which makes the elevator manager a collection agency for every Tom, Dick, and Harry in the country.

A serious attempt was made by directors of some banks last year to materially reduce the credit lines extended to grain commission houses, on the theory that their financing of farmers and independent elevators present unnecessary hazards. Thru the efforts of one interested individual the curtailment of credits was held in abeyance.

We believe that the grain firms are entitled to the support of farmers and independent elevators in their efforts to maintain open credit lines, and we feel that the elevators should expend every effort to reduce their indebtedness with a view to finally being able to finance their own operations.

DR. A. H. BENTON, farm economist, North Dakota Agricultural College, described the Domestic Allotment Plan, now before the Senate, after passage by the House.

C. F. MACDONALD, sec'y, Duluth Board of Trade, warned the delegates that despite the failure of the Federal Farm Board's stabilization operations, national legislators are still "trying to originate ways to overcome economic forces that have been unchangeable thru all ages." His address will be published later.

Wednesday Sessions

R. F. GUNKELMAN, Fargo: The railroads are not protesting so much against the regulated commercial trucks as they are against the so-called tramp truck. This is the trucker who, for instance, takes a load of livestock to St. Paul, tells his local merchant he is making the trip and solicits a load of merchandise to bring back at almost any price, just so he has a little earning capacity on the return trip.

Such traffic is unfair to the railroad because the truck can take freight on a much lower basis than the railroad can charge under Interstate Commerce Commission regulations.

MR. MACDONALD: It is difficult to understand the attitude of the railroads regarding trucking competition. In some instances they ask for higher rates from the Interstate Commerce Commission, and then put in lower rates than were originally charged to meet truck competition.

THEO. FREDRICKSON, Murdock, Minn.: I do not believe in urging too much regulation of trucks, because trucks are lowering transportation costs.

[Concluded on page 142]



Sec'y P. A. Lee, Grand Forks, N. D.

GRAIN & FEED JOURNALS CONSOLIDATED

INCORPORATED

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Established 1844

Published on the second and fourth Wednesdays of each month in the interests of better business methods for progressive wholesale dealers in grain, feed and field seeds. It is the champion of improved mechanical equipment for facilitating and expediting the handling, grinding and improvement of grain, feeds and seeds.

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LETTERS on subjects of interest to those engaged in the grain, feed and field seed trades, news items, reports on crops, grain movements, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. The service is free.

FEBRUARY 22, 1933

YOU can help us to make the Journal larger and better by mentioning it to advertisers.

ROOFING an elevator with wood shingles that become as dry as tinder in August is a standing invitation to the locomotive spark.

GARLIC, which often earns heavy discounts on soft winter wheat, can be profitably dried and blown out to the great delight of the miller whose rolls are badly gummed up with the sticky mess.

CONTRACTING the farmers' grain for future delivery may appear to dealers new in the business as a sound practice; but it does not work out satisfactorily, due to failure to get delivery by reason of mortgages, liens or sales to truckers.

PROSPECTIVE builders of modern elevators will find 1933 the most advantageous season for overhauling and remodeling and building up-to-date grain handling facilities yet experienced. Materials, labor and equipment are obtainable at rock bottom prices.

COUNTY AGENTS have indulged in so many merchandising activities lawmakers are repealing laws providing funds for their support. Serves the meddlers right. It was never intended they should engage in buying or selling anything for the farmers of their communities.

PAYING twice for tenant's grain does not appeal to the grain dealers assembled last week at Springfield who adopted resolutions suggesting a change in the Illinois law to deprive the landlord of his lien unless he has notified the grain buyer in advance of settlement.

OWNERS of grain elevators can profit by a new appraisal of their property to bring it in line with current costs of labor and material, thereby effecting in some instances a reduction in the amount of insurance to be carried and a substantial saving in the premiums paid.

WRITERS who believe modern grain storage elevators can be built for "as low as 25 cts. per bushel of capacity" may wish to discourage the erection of improved plants, as many have been completed for less than half that cost per bushel, and the largest plant erected last year did not cost 10 cents per bushel.

LOADING a car so near to the roof that the sampler can not probe the ends reacts against the shipper in delayed settlement and opportunity during the delay, in giving a final grade, for the grain to go out of condition. Cars are in such ample supply there is no need to pack them full.

WINTER wheat crop reports have been most discouraging; but wheat is a hardy plant, and wise traders wait for growing temperatures to confirm the damage claims. The extreme low temperatures experienced in February are not so harmful as repeated thawing and freezing in the absence of snow cover.

PRODUCTION of uniform varieties of grain in tributary territory makes for economical handling in the country elevator and simplifies the marketing problem. Both the grain dealer and his farmer patrons will benefit by co-operating in the procurement of seed found by the experiment stations to be best suited to the locality.

FLOODS of selling orders repeated different days gave the speculators in the wheat pits scares and naturally the Farm Board's Stabilization Corpn. is credited with dumping some more of its longline and depressing market values. "Relieving" the wheat growers in this way may delight the racketeers, but the sufferers are resenting it most bitterly.

A LEAK-PROOF car is not necessarily fit for grain loading when it fairly reeks with the odors of the former lading, as do some of the cars unloaded in the Northwest recently. A shipper is within his rights in demanding another car than the one supplied when to use it might result in the terminal market inspector grading his shipment down on account of what the official federal rules describe as "commercially objectionable foreign odor."

COMPARISON of taxes paid with net profits earned by many industries discloses the irritating fact that some industries are contributing more to the support of useless bureaucrats than to their owners. Taxing and regulating the farmers' markets drives many traders out of the markets and costs producers many times the taxes collected. How long will the farmers stand this interference?

RAISING the license fee of bonded agricultural warehouses in California as provided in S. B. 1006 from \$2 to \$65 per year and abolishing the entire state appropriation of \$37,180 for the administration of the bonded warehouse act is unjust and is one of many similar measures to transfer the cost of policing an industry back on local united units of government. Under the bill an operator of one house has to pay as heavy a tax as the operator of a line of warehouses.

THE PASSAGE by the Senate last week of the bill providing that the government shall purchase over 3,000,000 bales of cotton above the market price from the cotton pools, the Dept. of Agriculture and the Red Cross, will surely create apprehension in the minds of merchants in every line of business, as being an indication that the federal government purposes to continue the price fixing policies that will sink us all deeper into the depression. The senators seem incapable of learning, even by experience.

CARELESSNESS and lack of precaution are directly responsible for more fires and accidents than anything else. Carelessness on the part of workmen and lack of precaution and prevention on the part of employers. Property valued at millions is burned and an army of efficient workmen whose training cost millions is destroyed or turned into a hobbling host of cripples each year through pure carelessness. Greater vigilance by all concerned would effect a direct reduction in losses as well as in the cost of insurance for all mutual policyholders.

FEED DEALERS in the state of Washington are voicing vigorous objection to legislation now proposed which would assess a tax of one-half cent per speedometer mile on delivery trucks operating outside a five-mile radius from the loading point. Such a tax would limit competition and reduce the territories in which the dealers might sell their feeds, delivering by truck. The dealers want the free radius to extend for 30 miles, and are perfectly justified in a request that will avoid driving available business to every grocery store and retail outlet that has a limited delivery service.

MISSISSIPPI'S courts now join those of some other southern states in outlawing legitimate Board of Trade transactions. Altho the lower court had given the broker in this case judgment for a balance due from a customer on purchases of grain for future delivery, as permitted under the law of 1928, the higher court last week reversed the ruling, declaring it to have been a gambling transaction. As has been stated repeatedly in these columns the recourse for the members of the exchanges is to avoid being placed in the position of having to collect a balance from a customer.

THE HATCHERY business is an inviting addition to grain elevator side lines, and the opening of an electrically equipped hatching plant by one Oklahoma dealer may be the forerunner of others. Grain dealers are showing increased inclination to add this side line, which ties up conveniently with the feed business. In most cases the inclination undoubtedly is caused by this association and the fact that poultry raising is the one branch of farming that has shown profit during the past year. In a few cases it may simply be retaliation against hatcheries that are selling feed as a side line.

OKLAHOMA solons are now struggling with another futile anti-discrimination bill demanding uniformity in buying or selling prices of commodities at different points, freight considered. For absurdity the following quotation from the bill caps the climax: "It will be prima facie evidence of effect or intent to maintain or establish such monopoly or to destroy or to prevent such competition for such seller or buyer to sell or buy such commodities at a price higher or lower than his competitors in the same section, territory or city of the state, if such competitors are selling or buying such commodities at a fair market price, grade, quantity, quality and cost of transportation considered."

IOWA and Illinois offer a contrast in the farmers elevator movement that is illuminating when analyzed. Iowa has embraced the Farm Board set-up until its state ass'n is virtually in the bag of the Farm Board subsidiary, while the Illinois Ass'n has resisted the encroachments of the centralized absentee control to the utmost. Now the Iowa State College has just completed a survey of the farmers elevators showing a heavy loss of membership in that state, while the secretary of the Illinois state ass'n at the Springfield meeting, as reported elsewhere calls attention to an increase in membership. Evidently the rank and file of the co-operatives in both states resent attempted dictation by the high salaried racketeers.

I am Fear; powerful Fear;
The greatest of the gods;
I haunt the rich and poor alike,
On me are all the odds.

I hold my fatal weapon
Always overhead;
I wound, I hurt, I often kill;
I go with men to bed.

I creep into the human mind,
And use it as my tool;
I subjugate all mortals
Who recognize my rule.

To call my bluff, my fatal bluff,
Is such a simple thing;
For I am powerful only
While men declare me king.

I'll leave you with a paradox,
To make this matter clear;
For men who will not be afraid—
There's nothing left to Fear.

—Eileen Quinlan.

The Trucking Menace

The conference of the country shippers of Illinois and Indiana with representatives of the carriers at Chicago last week, as reported elsewhere, brought out the seriousness of the situation confronting elevator owners at points within 75 to 100 miles of the lake and river terminals.

They face the prospect of losing their entire investment in elevator facilities, or going into the trucking business themselves, unless the railroad companies can be persuaded to grant a 50 per cent reduction in rates.

It was brought out that when a few of the farmers in a community let out the shelling and hauling of their corn they make it so difficult for their neighbors to organize rings to trade work that all in that neighborhood must eventually resort to hired hauling and shelling. Having once been loaded on a commercial truck the question is whether the truck will stop and unload at the nearest elevator or keep on going to a terminal or river market; and at present some of the grain within 75 miles is going on to the terminal because the handling cost by that method is 8 cents per hundred pounds less, in some cases.

To retain the business for the local country elevator and the rails this advantage must be neutralized in one or all of several ways. The first and most effective method is to cut the rate 50 per cent. At Kankakee, for example, the present 8-c rate should be cut to 4c building up the rate to points beyond. Another method would be to quote differential price on truck purchases. Still another method would tax and regulate the trucks out of competition. This would require legislation difficult to obtain in time. Too many of the members of the legislature are lawyers who represent trucking concerns.

Altho the best approach to a solution seems to be reduction of rail rates it remains to be seen whether the carriers will be willing to cut the rate and whether the rate regulating authorities will permit the reduction. Witness the Interstate Commerce Commission's refusal to permit the railroads to make lower rates from central states to the Pacific Coast. Will the rail carriers permit the short haul grain traffic to go by the board as they allowed the live stock business to get away from them?

It is gratifying to observe that the railroad officials are as deeply interested as are the shippers in retaining the grain traffic for the rails. They have a common interest. It is certain that the plea of the shippers for a reduction in short haul rates will have the earnest consideration of the carriers involved, who have an additional incentive to protect themselves from the competition of the new Illinois River barge waterway.

Some relief is to be expected from a revival of general business that will give profitable occupation to truckers who have taken to hauling grain at loss because they can find nothing else to do. The purchase of new or used trucks on small down payments, cheap motor fuel and low prices for tires have contributed to aid truck competition against the rails, while the latter are prevented from cutting rates by burdensome taxes and regulations that make their labor costs high.

How Fires Start in Elevators and Mills

Losses from cause unknown are so large a percentage of the fires occurring, 36 per cent in 1932 against 34 per cent in 1931, in elevators, mills and allied properties that they call for care by the owner in going over the plant before locking up for the night, and for careful investigation by the insurance companies to the end that some on the list as unknown may be transferred to known causes and adequately guarded against.

Out of 172 fires reported in 1932 by members of the Grain Dealers Fire Ins. Co., which caused a loss of \$203,000, 51 were extinguished by water barrels and buckets or chemical fire extinguishers. The insurance on the 51 plants were \$599,000, on which the loss paid amounted to only \$851. Thus this first aid equipment saved 2½ times the amount of all losses paid in 1932.

Electrical hazard comes to the fore with 44 losses aggregating \$11,830, against 23 losses aggregating \$1,603 in 1931. Whether this is due to plugging of fuses or lack of attention to wiring it indicates that the electrical equipment needs watching.

Lightning started the same number of fires as in 1931, ten, but the loss was greater than from any other known cause, at \$13,371, against \$6,579 in 1931.

Incendiary fires happily have been reduced from 4 in 1931 to one last year with a loss of only \$103.

Friction in the machinery, as may be expected, caused many fires, 17, with a loss of \$12,985, giving emphasis to the installation of anti-friction bearings.

Night-time fires caused a loss of \$179,392, against \$50,161 for the day-time fires, altho the latter numbered 100 against 73 night fires.

Cause	Number	Loss
Automobile and motor trucks...	None	
Cob burners and cob houses...	None	
Electrical hazard	44	\$11,830.96
Explosions in building	3	1,411.89
Exposure	15	11,623.18
Flues and stoves	7	2,289.06
Friction	17	12,985.54
Grain drier	None	
Incendiary	1	103.76
Lighting, other than electric...	None	
Lightning	10	13,372.91
Locomotive sparks	2	2,211.87
Sparks, other than locomotive...	1	309.00
Matches, other than smoking...	None	
Internal combustion engines...		
Power house and power, other than electric	9	26.10
Railroad accident	None	
Spontaneous ignition	2	75.51
Tramps	None	
Unknown	62	176,137.25
Miscellaneous known causes...	None	
Total	173	\$229,553.25
Salvage and reinsurance		26,170.25
Net losses paid		\$203,383.00

Cause	Number	Loss
Automobile and motor trucks...	4	\$ 5,812.14
Cob burners and cob houses...	23	91,529.88
Electrical hazard	184	127,558.64
Explosions in building	29	39,323.66
Exposure	206	256,266.02
Flues and stoves	104	180,816.80
Friction	315	699,401.16
Grain drier	16	21,962.79
Incendiary	56	193,509.52
Lighting, other than electric...	14	31,994.74
Lightning	456	479,791.91
Locomotive sparks	175	436,574.37
Sparks, other than locomotive...	17	53,179.81
Matches, other than smoking...	37	56,823.31
Internal combustion engines...		
Power house and power, other than electric	185	371,363.36
Railroad accident	2	4,508.96
Spontaneous ignition	110	131,784.76
Tramps	19	58,299.95
Unknown	611	2,514,095.68
Miscellaneous known causes...	61	55,193.74
Total	2,624	\$5,809,791.20

Regulating Fly-by-Nights

Local tax-paying merchants have the sympathy of city aldermen who gladly co-operate in passing ordinances to restrict the activities of peddlers and other irresponsibles. There is a limit, however, beyond which the councilmen can not go in enacting licensing laws. Their right is derived from the police power.

In drafting ordinances to restrict local unfair competition much can be done and yet remain within constitutional limitations. A decision in August, 1932, by the Supreme Court of New York, of Albany County, in the suit of Fred G. Smart against the City of Albany throws much light on the powers of a city.

Complaint had been made that in the winter many irresponsible peddlers profess to sell coal in small lots and at lower prices than can be obtained from legitimate dealers; whereas, such coal is of inferior quality and lots are underweight so that the purchaser is in reality being defrauded.

The city passed an ordinance regulating coal dealers. A "retail seller" is defined in the ordinance as one who sells coal or coke in lots of not less than 100 pounds, or one who purchases in carload lots and resells and distributes the same to employees, friends, relatives, or others. The ordinance also provides that an application for the license shall be made in writing and that license plates to be issued shall be publicly displayed. The license fee is fixed at \$250, but may be renewed upon payment of the sum of \$150.

Forty to 50 coal dealers did business in Albany, the income to the city reaching \$12,500 the first year.

Plaintiff Smart applied for an injunction restraining the enforcement of the ordinance and it was granted.

The court said: The plaintiff claims that a license fee of \$250 for the first year and \$150 for succeeding years is, in effect, prohibitive; that the purpose of the ordinance is to get rid of the small dealer and thus lessen competition with the large dealer; that the license fee is, in reality, a tax; and that the proceeds from the license fees is much larger than is necessary to enforce the ordinance.

The main objection to the ordinance is the license fee of \$250 for the first year and \$150 for succeeding years.

Is this license fee unreasonable, arbitrary, and prohibitive?

A license fee may be a tax or an imposition in exercise of the police power. *Village of Ballston Spa v. Markham*, 58 Hun. 238, 11 N. Y. S. 826; *City of Brooklyn vs. Nodine*, 26 Hun. 512.

Where the fee is, in effect, an excise or occupational tax, there must be equality and uniformity within the same class. *Metropolis Theater Co. v. City of Chicago*, 228 U. S. 61; *Gundling v. Chicago*, 177 U. S. 183. And where the license fee is thus imposed for revenue purposes, the amount is usually a question for the legislature and not for the courts.

On the other hand, where the license fee is imposed in the exercise of the police power, it must be such a fee only as will legitimately assist in regulation of the business or occupation, and it should not exceed necessary or probable expense of issuing the license and of inspecting and regulating the business which it covers.

The license fee seems to be unreasonable. The test of reasonableness depends upon all the circumstances. Where a license fee is imposed in a useful and inoffensive trade or occupation, the ability to pay must be considered. As a tax on a small business, the amount demanded would be large; as a license fee, it is unreasonable.

In determining the reasonableness or unreasonableness of license fees, the general trend of judicial opinion is instructive, although each case depends largely upon its particular facts. For example, the following license fees have been held excessive: \$100 per month on itinerant vendors of patent medicines, *People v. Wilson*, 249 Ill. 195, 94 N. E. 141; \$300 upon transient merchants, regardless of the amount of goods sold or the time during which the business was carried on, *Uhrhau v. Cincinnati*, 28 Ohio Cir. Ct. R. 797; \$200 per month on transient merchants, *City of Peoria v. Gugenheim*, 61 Ill. App. 374; \$5 to \$10 and in some instances \$25 and \$15 per day for peddlers; *Brooks vs. Mangin*, 49 N. W. 633; \$250 per month or \$25 per day on transient merchants, *City of Ottumwa v. Zekind*, 64 N. W. 646; \$10 per month for ped-

dlers, *State v. Angelo*, 71 N. H. 224, 51 A. 905; \$10 per barrel for kerosene, *State v. Cumiskey*, 97 Kan. 343; \$300 for reselling theater tickets, *In re Dees*, 50 Cal. App. 11, 194 P. 717; \$250 per year for bill posters; \$50 for a coal oil wagon, *Waters-Pierce Oil Co. v. City of Hot Springs*, 85 Ark. 509; \$25 per day on auctioneers, *Village of Minnetonka v. Martin*, 145 N. W. 383; \$300 per year for an auctioneer, *City of Manakato v. Fowler*, 20 N. W. 361; \$15 to \$20 and \$5 to \$10 per day for peddlers, etc., *People v. Jarvis*, 19 App. Div. 466, 46 N. Y. S. 596.

And the following have been held to be reasonable: \$25 for the first taxicab and \$10 for each additional one per year, *Melconian v. City of Grand Rapids*, 188 N. W. 521; \$200 per annum for a butcher, *City of St. Paul v. Colter*, 12 Minn. 41; \$50 per annum for butchers, *Trigg v. Dixon*, 96 Ark. 199; \$5 per month for a market stall, *City of Jacksonville v. Ledwith*, 26 Fla. 163; \$7 for an automobile, *City of Mayfield vs. Carter Hardware Co.*, 192 Ky. 381; \$500 for theater, *Wallack vs. Mayor, etc.*, of N. Y. City, 3 Hun. 84, but this could be sustained as a tax; \$100 on peddlers, *City of Duluth*.

The general trend condemns the license fee in question.

Sec. 2, defining a "retail seller" as one who purchases coal in carload lots and resells or distributes the same to employees, relatives and others, appears to me to be arbitrary. In the instance of a person not in the coal business who buys one or more carloads of coal for distribution to his friends or relatives there is an absence of all the evils the ordinance is designed to prevent. There should be a reasonable relation between the ordinance and its purpose. To prevent by license a citizen from buying a carload of coal where he is not in the coal business and distributing it to his friends is so unreasonable and arbitrary as to condemn the provision therefor.—260 N. Y. Supp. 579.

Returning to New York from a 10,500-mile trip through the principal farming areas of the nation, Horace Bowker, president of the American Agricultural Chemical Co., said Feb. 11, that he had not found a single farmer or farm supply dealer who was in favor of the domestic allotment plan.

The J. I. Case Threshing Machine Co. has announced guaranty by it of wheat at 70c, corn at 45c Chicago and cotton at 8½c New Orleans in the fall of 1933 in payment for machinery. When the customer's note matures he will be credited with the difference between the prevailing price and the guaranteed price.

Altho the Southwest is suffering a serious drouth, little or no complaint is offered by farmers or grain dealers. Many of the farmers are holding one or two season's crops of wheat and would be glad for a crop failure to raise the price, and many grain dealers still have their machinery oiled up, waiting for the farmers to unload.

Sheppard Bill Replaced

E. H. Hogueland, the energetic pres. of the Southwestern Millers League, has been in Washington to push the Sheppard bill for safeguarding of the proceeds of drafts. He says:

We were able finally to secure a hearing before the House Com'ite on banking and currency on the Sheppard bill, Feb. 2. The chairman of the Com'ite has been opposed to this bill from the beginning, and so far has prevented a vote on same. The Com'ite hearing developed into an argument between the members who favor the bill and those who oppose same.

In view of opposition to treating all items sent for collection and remittance as preferred, it was agreed that the Strong bill, which provides that document of title must accompany such items, be substituted for the Sheppard bill. The controller of the currency indicated that he would not seriously object to the Strong bill. It seems hardly probable that the Com'ite will take action in time to enable us to get the bill thru both houses.

Legislation at Washington

S. 5122, for the purchase and sale of cotton under supervision of Sec'y of Agriculture, was reported to the Senate Feb. 11.

H. R. 11718, to prohibit importation of screenings, scalplings, chaff or scorings of any grass and forage plant seeds, was reported to the House Feb. 11.

The Senate Com'ite on Agriculture voted Feb. 13 to strike out of the domestic allotment bill the provision for a tariff of 5 cents per pound on animal, marine and vegetable oils.

The supply bill for the Dept. of Agriculture, which passed the House Dec. 30, has passed the Senate and been sent to conference with appropriations for federal aid for highway construction eliminated. The appropriation bill carries \$100,275,000, against \$306,671,664 carried in bill a year ago.

A price fixing and acreage control bill was introduced Feb. 14 by Rep. Parsons of Illinois. The products mentioned in the bill are corn, oats, wheat, rice, peanuts, tobacco, sugar, cotton, wool, cattle, hogs, sheep, fish, poultry, dairy products, and "such other products as the President may decide to include."

The House banking and currency com'ite on Feb. 15 reported favorably a bill providing for a 10-year extension of farm loans held by the federal land banks. It permits the banks to use purchase money mortgages and contracts to sell real estate as collateral for their bonds, and grants the banks authority to reamortize over forty year periods any outstanding loans and to use such mortgages as collateral for bonds.

H. R. 13991, the allotment bill, was restricted to wheat and cotton Feb. 11 by the Senate Com'ite on Agriculture by a vote of 12 to 2. The bill was reported out Feb. 15, by 11 to 4. The provisions for defining pre-war parity between farm and industrial commodities were simplified and amended. And benefits under the present bill would be paid to cotton and wheat farmers without any concurrent check on their production. Pre-war prices to producers were 88.4 cents for wheat and 12.4 cents for cotton. On the basis of present prices this will mean a wheat benefit of 55.5 cents per bushel and a cotton benefit of 6.5 cents per pound.

J. R. Howard, first pres. of the American Farm Bureau Federation, told a com'ite of the Senate, with regard to the domestic allotment bill: "Last week we were on the Chicago market with a consignment of hogs and lambs fed on the farm, and went in with them on the stock train. There is no better place to get a cross section of intelligent opinion of producers than in a live stock caoose. There were 41 stockmen on that train. Most of them were more or less familiar with this act. Thirty-nine were opposed to it, one was noncommittal, and one was lukewarm in its favor."

H. J. Res. 597, appropriation for distribution of cotton to Red Cross passed the Senate and was approved Feb. 11. As signed by President Hoover the bill, giving about 350,000 bales of government-controlled cotton to the Red Cross makes \$4,100,000 of new money available to the Federal Farm Board and provides for book allowances against the Board's revolving fund to pay for the remainder. The allotment to the bureau of agricultural engineering was boosted \$53,287 for "development of corn borer control machinery." Senator L. J. Dickinson remarked that the danger from the corn borer is not so great "as the danger of exceeding the capacity of the taxpayers to pay." But he did not want corn borer expenditures eliminated if cotton boll weevil, Japanese beetle, cattle tick, and hog cholera expenditures were to be left in the bill.

Asked—Answered

[Readers who fail to find trade information desired should send query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Notice Protects Shellerman?

Grain & Feed Journals: We have purchased corn from a landowner here and his tenant is supposed to pay for the shelling. The people owning the corn sheller have given us notice to deduct the corn shelling from the landlord's corn on account of the tenants not being able to pay for shelling. Please let us know by return mail if you have any ruling on this matter.—G. S. Greer, mgr., Seaton Farmers Grain Co., Seaton, Ill.

Ans.: The thresher's lien law is worded to include shelling, and a thresher or sheller who gives notice to buyer of grain before settlement with seller is fully protected, in that the grain buyer is compelled to hold out enough of the proceeds of sale to pay the threshing or shelling bill.

The Illinois law reads as follows:

Chap. 82; Sec. 59a: Every person who as owner or lessee of any threshing machine, clover huller, corn sheller or hay baler, threshes grain or seed, hulls clover, shells corn, or presses hay or straw at the request of the owner, reputed owner, authorized agent of the owner or lawful possessor of such crops shall have a lien upon such crops, beginning at the date of the commencement of such threshing, hulling, shelling or baling, for the agreed contract price of the job, or in the absence of a contract price, for the reasonable value of the service or labor furnished. Such lien shall run for a period of eight months after the completion of such services or labor notwithstanding the fact that the possession of the crops has been surrendered to its owner or lawful possessor, provided that such lien shall not be valid and enforceable against a purchaser of said crops from the owner or lawful possessor thereof unless the lienholder shall, previous to or at the time of making final settlement for such crops by such purchaser, serve upon such purchaser a notice in writing of the existence of such lien.

Selling English Flour in Canada

Grain & Feed Journals: We note an item in the Journal Feb. 8, page 105.

"Flour made from Canadian wheat milled in England recently was shipped from Liverpool to Harbor Grace, Newfoundland, and sold at St. John's at \$1.60 per barrel less than Canadian or United States milled flour."

Will you please explain how this was possible? Such an item as news would give the impression that the mills of Canada and the United States are asking a very large profit for milling.—J. C. Page, grain buyer Crete Mills, Crete, Neb.

Ans.: Wheat is cheaper in Liverpool. No. 2 red winter (cash) was quoted Feb. 10 at Chicago at 51½ cents per bushel. On the same date Liverpool March wheat was quoted at 43½ cents per bushel. The ocean freight rate on flour to America is very low; but the freight rate on flour from the West to Eastern Canada is very high. During 1931, for example, the domestic rate on flour from Chicago to Portland, Me., was an average of 40½ cents per 100 pounds.

The English milled flour is carried at a very low rate by the Furness-Withy line steamships, stopping at St. John's on the route to Canada. Rates in other directions are low. Canadian flour being quoted in Amsterdam at \$2.67 c. i. f. per barrel. At the St. John's quotation of \$3.20 per barrel it would seem that Canadian flour could be carried back from Europe to undersell shipments on the domestic rate direct from Canadian mills.

The same situation exists on the west coast of Canada, where flour milled in Australia is being sold at Vancouver at \$4.25, against \$5 for that locally milled, per barrel.

The abnormal situation is due to exorbitant freight rates, as witness the complaint on page 106 of the Journal for Feb. 8 that the freight on a car of corn sold out of Toledo, O., to Portland, Me., was \$448, leaving only \$342 for the shipper of the 2,000 bus. Politicians and labor unions seem to be in a conspiracy connived at by the managers of the transportation lines to maintain wartime freight rates. From 1916 to

1932 the average railroad wage per hour increased 123 per cent, so that in spite of the greater efficiency the cost of labor to handle 100 units of traffic increased from 31.5c in wages to 52.8c in 1932.

Hazards of Hudson Bay?

Grain & Feed Journals: In the Journal of Oct. 12, page 318, there appears an article under the heading "Hudson Bay Elevator Set Back." It further states "The sinking of the eighth cargo of grain to leave the port this season thru collision with an iceberg, as feared by the marine underwriters, may keep the insurance rates so high so as to prohibit the movement of grain out of the Churchill Grain Elevator." However, our understanding is that only one boat was sunk. Please advise.—P. F. Scheunemann, traffic manager, Monarch Elevator Co., Minneapolis, Minn.

Ans.: The first seven boats arrived safely in Europe. One boat, the eighth, sank. Advocates of the Churchill route do not take the sinking seriously. The government, which has given free handling and storage at Churchill, contemplates making a charge the coming season. It was a Dreyfus owned cargo that sank. Most of the grain out of Churchill is shipped by the Continental Grain Co.

THE PIPE LINE to the public treasury enjoyed by subsidiaries of the Farm Board may be broken when the new administration takes hold, after which the tremendous cost of operating the overgrown marketing organization will have to be met by deductions from the price allowed the farmer for his grain, and it will become evident to the growers that private enterprise, even paying taxes, can pay him more per bushel than any pool.



Louis G. Graff, Philadelphia, Pa., re-elected pres. Commercial Exchange.

Shannon Com'ite Report on Government in Business

The Shannon Com'ite investigating government intrusion into private business submitted its report Feb. 8, saying, with reference to grain: "Grain, cotton, livestock, wool, hay and dairy products brokers and buyers also displayed deep resentment and protested vehemently that they were being driven from long established and profitable businesses by the practice of the Federal Farm Board in financing at abnormally low rates of interest the operations of farm co-operatives, and also complained of the waste of public money in misguided efforts to stabilize the prices of farm products."

The report recommends discontinuance of the Farm Board stabilization operations, inhibition of farm co-operatives merchandising other than products of our members, discontinuance of the Federal barge system, that if credit be extended on the same terms to co-operatives or private middlemen at an interest rate not less than that paid by the government on long time loans, that exemption from taxation should be limited to co-operatives handling products for members only.

The com'ite heard about 625 witnesses between June and December of last year and obtained testimony consisting of 37 volumes of typewritten matter, and six volumes of exhibits and formal statements. Among the industries affected by government competition the testimony disclosed, were architecture as well as agriculture, baking, banking, coffee importing, the grain trade, the live stock trade, printing and binding, wool, insurance, and others.

In its comment the Com'ite said: "We have heard no objection to the farm co-operatives, farmer-owned, controlled and financed. We think the farm co-operative is a legitimate form of competition that the private middleman must meet. On the other hand, we think the merchandising of farm products by private industry is a form of competition that the co-operative must meet. It is likely that agriculture as a whole will be benefited if neither one of these farm outlets monopolizes the entire field."

"The evidence in general indicates that the operations of the federal government in the field of private enterprise have reached a magnitude and diversity which threatens to reduce the private initiative, curtail the opportunities and infringe upon the earning powers of tax-paying undertakings while steadily increasing the levies upon them."

More things would come to him who waits if they were not captured on the way by him who waits not.

Coming Conventions

Trade conventions are always worth while, as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Apr. 3, 7. Society of Grain Elevator Superintendents, Sherman Hotel, Chicago, Ill.

May 9, 10. Illinois Grain Dealers Ass'n, Peoria, Ill.

May 18-19. Northwestern Retail Coal Dealers Ass'n, Radisson Hotel, Minneapolis, Minn.

June 1, 2. American Feed Manufacturers Ass'n, French Lick, Ind.

June 6, 7. Ohio Grain Mill & Feed Dealers Ass'n, Van Cleve Hotel, Dayton, O.

June 26. Farm Seed Group of the American Seed Trade Ass'n, Sherman Hotel, Chicago, Ill.

June 27-29. American Seed Trade Ass'n, Sherman Hotel, Chicago, Ill.

June 28, 29, 30. Official Seed Analysts of North America at Chicago.

Sept. 18-19-20. Grain & Feed Dealers National Ass'n, Congress Hotel, Chicago, Ill.

Trucking Grain to Terminals

The growing menace to the country grain trade of trucking grain direct from the farm to river and terminal markets led to a conference at Chicago Feb. 14 attended by country shippers of Illinois and Indiana, the representatives of the grain exchanges of Chicago, Peoria, Indianapolis and St. Louis and all the railroads doing business in Illinois, with C. W. Galligan, chairman of the Illinois Freight Ass'n, presiding.

N. L. HUBBARD, Mt. Pulaski, Ill., pres. of the Illinois Grain Dealers Ass'n, began the meeting: It is a life and death struggle for a community. We are all looking to the preservation of the local elevator and the retention of the traffic for the rails. The trucks pay a very small percentage of the taxes and are without regulation. They are making a profit on the highways at the expense of the public.

MR. WALKER, Gilman, Ill.: The farmers are becoming truck-minded. One farmer having 5,000 bus. of corn to sell told me he would save \$100 by letting the trucks have it. After a truck has backed up to a farmer's crib he will never again haul his own grain.

If the railroads do not give us a reduced rate on this grain everyone of us will have to go into the transportation business.

JOHN BRENNAN, Chicago, Ill.: Trucking of grain to the Chicago terminal began in July, 8 parcels were unloaded that month; 36 in August, 45 in September, 150 in October, 211 in November, 239 in December, and 318 between Jan. 2 and 21. The average load was 10,215 lbs. of wheat, 258 bus. corn, 320 bus. oats, 167 bus. rye.

MR. DEWEY, Peoria, Ill.: Pekin has two country elevators. In 1931 330,000 bus. was loaded out there and in 1932 1,200,000 bus., all received by truck. The truckers make a price of 1½ to 4c per bushel including shelling and hauling. The trucking is done by farmers owning trucks and not by large trucking companies.

MR. POTTER, La Rose, Ill.: I do not believe the railroad men understand the situation.

HAROLD L. GRAY, Crawfordsville, Ind.: In Indiana the situation is very similar. It looks like a freight rate reduction is the only way to meet the situation.

GEO. E. BOOTH, Chicago, Ill.: The Chicago market has been laboring with this situation for many months, realizing that it was a menace to the country elevator man. If the railroads are to retain the grain tonnage they must put in the rates that will get the business.

As President of the Grain and Feed Dealers Ass'n I recognize this as a national problem. We have worked for emergency rates on corn to the seaboard. Corn is selling at 12c in Iowa and it costs 24c to get it to the seaboard.

EMANUEL ROSENBAUM, Chicago, Ill.: Both the commission man and the elevators are the losers. Truck handling costs are 8c less per hundred than by rail. The railroads should be given a time limit to state whether they will give the required reduction in rates.

LAWRENCE FARLOW, Bloomington, Ill.: Last week the Farmers Grain Dealers Ass'n adopted two resolutions favoring regulation of the size and weight of trucks and bringing to the attention of the railroads the necessity of rate reduction.

MR. MEENTZ: It is futile to attempt to legislate the trucks out of business. You can put the truck off the road by cutting the rates.

MR. ROSS: Grain is trucked 120 to 125 miles from Benton, White and Tippecanoe, Counties, Indiana.

N. L. HUBBARD read resolutions that

were unanimously adopted, that: "We must have a reduction in rates effective immediately substantial enough to meet truck competition."

"We will do all we can to foster legislation looking toward the regulation and control of the trucks, thus placing the rails and trucks on the same basis."

MR. GALLIGAN: The carriers will consider the proposition and give an early reply. The railroads' general com'te is meeting today and it would have to go before that com'te.

It was decided that a com'te of six, three from the Illinois Grain Dealers Ass'n and three from the Illinois Farmers Grain Dealers Ass'n be appointed to handle the matter with the railroads.

Status of Farmers Elevators

Frank Robotka of the Iowa State College is making a survey of the farmers elevators in the state, soon to be made public.

The work thus far disclosed the fact that the country elevator organizations have suffered a considerable decline in membership since 1921 and that the problem of maintaining an adequate membership of producers has become more serious. Two-thirds of the companies show a decline in membership of 32 members per company since 1921. The other third, however, show an average increase of 36 members per company.

The decline in producer members has been greater than the decrease in total membership. The producer membership averaged 131 per company in 1921, but dropped to 96 by 1931.

Of the members who severed their connection with the elevator about 60 per cent did so because of death or removal from the community. Financial and other reasons account for the balance.

From Abroad

Brazil's embargo against the importation of foreign flour will not be continued on its expiration Feb. 28.

The Bolivian Board of Control of Foreign Exchange expects to take over from private concerns the importation of wheat in the near future.

An officer of Kieff, Ukraine, is reported to have devised an electrical machine for changing the moisture content of wheat to whatever percentage is desired within a 3-minute period.

The World Economic Conference at Paris last week gave favorable consideration to the Argentine government's proposal for reduction of wheat acreage in Argentina, Canada, Australia and the United States.

Germany's cabinet on Feb. 17 took steps to keep out of the market all foreign grain except that imported under an exchange agreement. New regulations for wheat, rye and oats are soon to be promulgated.

The Manchurian soy bean acreage for 1933 probably will be no larger than that of 1932, according to Assistant Agricultural Commissioner Fred J. Rossiter at Shanghai. A large number of farmers have left their homes, while others have lost their work animals and will leave the land uncultivated.

Argentine first official estimate corn acreage is placed at 14,332,000 acres planted of which only 10,625,000 acres are expected to be harvested on account of damage from locusts and drought in some sections. The acreage harvested in recent years has averaged about 20 per cent less than the area planted.

The second test shipment of Canadian wheat from New York to Liverpool on the steamer Britannic was refused the 6c per bushel preference Feb. 9. It is still believed that a way can be found to provide documents indicating the required consignment direct from Canada thru the United States to the receiver in the United Kingdom.

Armstrong New Kansas Inspector

Thomas B. Armstrong, well known to the trade for his efficient service during 10 years with the Kansas State Grain Inspection Department, has been recalled to the Department by Governor Landon to act as chief in place of Jasper T. Kincaid, who notoriously filled up the Department with political appointees at the instance of Guy T. Helvering and former Governor Woodring.

Altho born in Illinois 53 years ago Mr. Armstrong has been a resident of Kansas nearly all his life, his father having been a physician at Greenleaf, Kan., until his death a few years ago. In 1911 he entered the grain business at Burr Oak, Kan. In 1919 he became chief clerk in the state grain inspection department under J. S. Hart, who is now pres. of the Kansas City Board of Trade. From 1925 to 1927 he was supervising inspector and from 1927 to 1932 assistant chief inspector. He followed Chief Inspector Ross out of office when the latter refused to countenance the use of the Department by Woodring as a political football. In June, 1932, Mr. Armstrong re-engaged in the grain business, representing the Southwest Grain Co. on the Hutchinson Board of Trade.

The Kansas Grain Inspection Department operated at a deficit of \$50,000 last year. To meet the reduced income from fees due to smaller receipts of grain Mr. Armstrong plans to abolish some of the higher paid offices and to cut salaries generally. "Experienced men will be retained whether Democrats or Republicans," says Mr. Armstrong.

Jackson, Miss.—The Federal Radio Commission has declined to let the Attalla Milling & Produce Company of Kosciusko, Miss., construct its proposed radio station at Jackson, Miss., instead of Kosciusko.—G. H. W.

The National Farmers Holiday Ass'n at Des Moines, Ia., recently condemned the domestic allotment plan of farm relief as ignoring "the fundamental principle of cost production." "It will be far better to have no farm legislation in this lame duck session than to have a legislative monstrosity which might preclude passage of a real farm relief bill in the special session to come."



T. B. Armstrong, Kansas City, Mo.
Kansas Chief Grain Inspector.

Letters from the Trade

[The grain dealers' forum for the discussion of grain trade problems, practices and needed reforms or improvements. When you have anything to say of interest to members of the grain trade, send it to the Journals for publication.]

Crib Clean Corn

Grain & Feed Journals: My idea has been to crib as much corn as I possibly could; but at the same time I have done everything possible to crib this corn as free from dirt, shattered corn, shucks and silk as was practical.

Altho I was working on a theory when I started to construct the crib illustrated on page 64 of the Journal for Jan. 25 the practical results after filling prove that the efforts to ventilate the storage have been successful. The draft created by the space between the elevator at the crib and the 4-ft. air space down the middle of the crib obliges us to hold on to our hats when entering the space. We will install a drag the full length of the air space.

In due course when loaded out for market we will make a report on the grading of the corn from this 50,000-bu. crib.—Thos. V. Wright, comptroller Big Four Elevator Co., Mattoon, Ill.

Another Demand for Real Relief

Grain & Feed Journals: If the farmers throughout this good land of ours were as clear thinking and farsighted as the farmers of Goodhue County, their demands upon their representatives in Congress would soon bring about a reduction in taxes and a reduction in Governmental activities that would encourage business to advance.

Last week 100 farmers sent a petition to President Hoover, President-elect Roosevelt and Congressman Andresen, making the following clear cut demand for real relief:

We, the undersigned DIRT FARMERS, demand immediate repeal of the marketing act, disposal of the farm board and the liquidating of its affairs as quickly as possible, and cancellation of all activities now being considered for farm relief.

We want only drastic reductions of our governmental expenditures, so our taxes will be reduced 50 per cent; lower rates of interest on our present indebtedness, and our just dues in tariff protection. And last, but not least, when this is accomplished, LEAVE US ALONE.

Grain dealers can help their farmer patrons to secure relief by having notice of this action published in their local newspapers.—R. A. Ericson, Cannon Falls, Minn.

Government Loans Bear the Market

Grain & Feed Journals: How the Farm Board subsidiaries not only in the grain business but in other lines are using money borrowed from the government to ruin the producer's market is exemplified in this territory by the Challenge Creamery Ass'n, of Los Angeles, and its subsidiaries, which have obtained loans of hundreds of thousands of dollars of Farm Board money.

Five independent Salt Lake creamery companies have protested to Chairman Stone of the Farm Board stating that the Challenge Ass'n brand of butter is being sold at Los Angeles at 19 cents and in Salt Lake at 15 cents per pound. With freight to Los Angeles 1 cent per pound they declare that "this continued three-cent discrimination is resulting in correspondingly lower prices to producers in all intermountain territory and represents a loss of thousands of dollars weekly to hard pressed intermountain dairymen. Much of the cut price product in this territory is reported coming from the upper snake river dairymen's association, Idaho Falls, who are reported delinquent to the government on a \$70,000 farm board loan."—The Weber Co., Rexburg, Idaho.

Truck Competition

Grain & Feed Journals: This evil continues to grow daily, and I notice from letters which I receive from Ass'ns in other states that they seem to be suffering more than Texas is. Well, misery loves company, but that is rather poor consolation and offers no remedy for the evil.

I am glad to note, however, that some of the largest grain concerns, and some of the leading authorities on economics, are now adopting my view and contentions. It may be that some of these days we will have lower freight rates.—G. E. Blewett, Forth Worth, Tex.

Tariffs and Trucks Criticized by North Dakota Dealers

[Continued from page 136]

MR. MACDONALD: If it is proved that there is opportunity to go into grain hauling business in a big way to the terminals, the truck manufacturing companies will build trucks to handle grain in large quantities.

R. B. Bowden, sec'y of the Northwest Country Elevator Ass'n, said wheat farmers of the United States have lost their share of world export business, not because there has been less exporting of wheat in world trade but because of high American tariffs and governmental interference.

Banquet

Members of the Ass'n and friends were guests Wednesday evening at a banquet given by commission men and elevator suppliers in the Masonic temple, followed by a dance.

P. B. Garberg was toastmaster and speakers were Pres. Conaway and Sec'y P. A. Lee; Theodore Fredrickson, pres. of the Minnesota Farmers Elevator Ass'n; B. F. Benson, Minneapolis; Rev. Daniel Heitmeyer, Fargo.

Thursday's Session

B. E. GROOM of the Greater North Dakota Ass'n told delegates at the concluding session that premium prices for many varieties of grain could be secured by North Dakota farmers with proper selection of seed and care in producing and handling the crop. His remarks are published elsewhere in greater detail.

The resolutions com'te presented the following resolutions which were unanimously adopted:

Resolutions Adopted

Scale Inspection

WHEREAS, It is the opinion of this Association that the present rates charged for the inspection of elevator scales by the State Scale Inspection Department are prohibitive in these times, and entirely out of proportion with the service rendered,

BE IT THEREFORE RESOLVED, That our Association petition our State Legislature to amend the present Inspection Law whereby the Inspection Fee is greatly reduced, especially where one company has two or more scales in the same station, and that such inspection be made by a licensed inspector, and that such inspector be instructed and prepared to make any minor repairs necessary to the scales so inspected, and at a rate which does not exceed the actual cost of labor for the service so rendered, and that the Law be so changed that any competent scale man may secure a license as a State Scale Inspector.

Mortgages and Liens

WHEREAS, The present system of holding Elevator Companies liable for mortgages and liens, the said Elevator Companies not having been notified by the mortgagee or lienor, but having to depend solely upon the county records, works a hardship on the Elevator Companies, and

WHEREAS, It gives to them too much responsibility in these matters and makes of them free collection agencies, and causes them to take many undue risks, and

WHEREAS, The system is very unsatisfactory to all parties concerned,

BE IT THEREFORE RESOLVED, That we request our State Legislature to pass such legislation whereby the mortgagee or lienor must notify the Elevator Company in writing of such lien or mortgage otherwise the said Elevator Company will assume no liability as regard to purchase of incumbent grain.

Crop Mortgage Law

WHEREAS, Crop mortgages are now illegal in the State of North Dakota, and

WHEREAS, We are informed that the farmers of our State will be unable to secure seed and feed loans through the Reconstruction Finance Corporation under such existing laws, and

WHEREAS, We are convinced that a considerable amount of such loans will be necessary in the seeding and production of the 1933 crop,

BE IT THEREFORE RESOLVED, That we petition our State Legislature asking them to take the necessary action whereby our farmers can participate in the seed and feed loans as heretofore.

House Bill No. 187

WHEREAS, We believe House Bill No. 187, which is an Act declaring unlawful certain purchases or sales upon margin of grain or other agricultural products by directors, officers, or employees of any elevator association or corporation, and providing penalties therefor, to be detrimental to the best interests of agriculture in our state,

BE IT THEREFORE RESOLVED, That we oppose the passage of such legislation and that our Legislature be advised of this action taken by our Association.

Electric Power Rates

WHEREAS, The operation of electric motors in feed mills is prohibitive owing to the exorbitant minimum rate charged by Power Companies for such service.

THEREFORE BE IT RESOLVED, That our Association take up the matter of a reduced minimum rate for such class of service furnished by the Power Companies, advising them that unless some drastic reduction is made in such rates, that many operators of feed mills will be compelled under existing economic conditions, to abandon the use of feed mills operated by electric power.

Other resolutions adopted asked for the immediate repeal of the Agricultural Marketing Act, for legislation requiring motor vehicles to pay their full share of the cost of maintaining the highways with limitations of dimensions and load of trucks, for repeal of laws hampering the railroads, and subjecting all modes of transportation to like regulation.

All officers were unanimously re-elected. They are: Charles H. Conaway, Starkweather, pres.; L. S. Burgum, Arthur, vice-pres.; P. A. Lee, Grand Forks, sec'y-treas.

New directors are W. C. Schranck, Gratton; Jacob Eckert, Martin; Walter Albright, Williston, and Fred Klein, Beulah.

The 1934 convention will be held at Devils Laks.

Adjourned *sine die*.

FRIENDLY relations with competitors and patrons disarms the grain merchant's critics in advance and often provides him with boosters whose support is none the less valuable because it is unsolicited.

LOCAL meetings of grain dealers called by the secretaries of the state ass'ns are doing so much to promote the solidarity of the membership that every dealer owes it to himself to make a special effort to attend.

To conduct an advertising campaign for the coal industry, the dock operators, rail shippers, jobbers and dealers and manufacturers of automatic coal burning equipment in the Northwest have joined in forming the Associated Coal Industries of the Northwest with offices at Minneapolis.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Los Angeles, Cal.—January receipts of grain were: Wheat 242 carloads, barley 113, corn 245, oats 38, against wheat 242 carloads, barley 61, corn 295, oats 28, in January, 1932.—Los Angeles Grain Exchange.

Decatur, Ill., Feb. 18.—While at certain stations some little corn has been brot to market this month, the total in Illinois has fallen short of expectations, although the corn industries have offered full value for same, compared to the prices ruling for the futures.—Baldwin Elvtr. Co.

New Orleans, La.—Vessels carrying grain loaded at New Orleans as follows during January: Wheat 249,494 bus., corn 358,951, oats 16,687, against wheat 1,173,599 bus., corn 4,324, oats 41,431 during January, 1932.—New Orleans Board of Trade, J. M. Wilkie, acting chief grain inspector.

San Francisco, Cal.—January receipts of grain were: Wheat 12,126 tons, barley 17,463, oats 133, corn 520, bran 207, beans 30,851 sacks, hay 336 tons, against wheat 9,757 tons, barley 4,638, oats 131, corn 980, bran 144, beans 43,250 sacks, hay 1,389 tons, in January, 1932.—San Francisco Chamber of Commerce, James J. Sullivan, chief inspector.

Winnipeg, Man., Feb. 9.—For the three Prairie Provinces the total estimated net acreage of wheat is 23,663,500, oats 7,213,800, barley 3,018,700, rye 585,300, flax 509,800. The total crop estimate in bus. for the Prairie Provinces is: Wheat 405,624,100, oats 230,723,900, barley 64,550,100, rye 7,420,900, flax 2,866,200.—J. G. Fraser, mgr., Northwest Grain Dealers Ass'n.

Vancouver, B. C., Feb. 10.—Grain shipments from the port of Vancouver during 1932 created a new record, according to the Canadian National Railways. The exports during the calendar year 1932 aggregated 104,701,471 bus. or 84% of the total export ocean-borne trade of the port for the year. The best previous year was 1928, when the grain exports through Vancouver amounted to 97,394,934 bus.

Cincinnati, Ohio.—January receipts of grain were: Wheat 226 cars, shelled corn 135, oats 115, rye 1, barley 6, ear corn none, against wheat 179 cars, shelled corn 175, oats 73, rye 4, barley none, ear corn 2, in January, 1932. Shipments during the same period were: Wheat 321 cars, shelled corn 114, oats 87, rye 1, against wheat 146 cars, shelled corn 117, oats 60, rye 3, in January, 1932.—Cincinnati Board of Trade.

Washington, D. C., Feb. 17.—The report originally scheduled for issuance on Mar. 9, covering the percentage of wheat, corn, oats, barley and rye shipped and to be shipped out of counties where grown will be issued on Mar. 15 instead. On Mar. 15, the Board will issue also a report on farmers' intentions to plant spring crops. Reports covering stocks of grain on farms will be issued quarterly hereafter as of Jan. 1, April 1, July 1, and Oct. 1.—U. S. Dept. of Agriculture.

Fort William, Ont.—Receipts of grain at Fort William-Port Arthur elevators during the six months ending Jan. 31, 1932, and Jan. 31, 1933, respectively, were: Wheat 91,498,273 bus. and 118,475,760 bus., oats 9,355,447 and 5,297,304, barley 3,390,202 and 4,093,130, flaxseed 780,060 and 557,857, rye 916,929 and 906,108. Shipments for the same periods were: Wheat 87,264,043 bus. and 106,275,220 bus., oats 9,733,465 and 8,781,357, barley 6,930,150 and 4,198,318, flaxseed 896,291 and 1,037,700, rye 2,830,665 and 1,680,996.

St. Louis, Mo.—January receipts of grain were: Wheat 898,800 bus., corn 1,582,000, oats 807,400, barley 80,000, soy beans 5,600, kafir 58,800, hay 1,164 tons, against wheat 2,076,200 bus., corn 935,200, oats 616,000, barley 195,200, kafir 42,000, hay 1,200 tons, in January, 1932. Shipments during the same period were: Wheat 1,121,800 bus., corn 666,930 bus., oats 481,000 bus., barley 8,000, soy beans 1,400, kafir 16,800, hay 216 tons, against wheat 1,321,000 bus., corn 334,600, oats 367,713, barley 3,200, kafir 5,600, hay 312 tons, in January, 1932.—St. Louis Merchants Exchange, Claude B. Rader, sec'y.

Winnipeg, Man., Feb. 9.—The wheat situation as at Feb. 6, for the three Prairie Provinces was as follows: Total deliveries of new wheat to date, 288,050,000 bus.; allowance for seed, feed and country mills, 55,000,000 bus.; estimated by elevator agents in farmers' hands to market, 63,191,000 bus. Inspected to Feb. 6: Oats, 11,130,140 bus., barley 5,896,696, rye 807,234, flax 641,283. In store at country points Feb. 3: Oats 4,050,000 bus., barley 3,150,000, rye 1,050,000 flax 766,000. Estimated by country elevator agents in farmers' hands to market: Oats 18,960,000 bus., barley 7,382,000, rye 1,281,000, flax 485,000.—J. G. Fraser, mgr., Northwest Grain Dealers Ass'n.

Bank closings in January numbered 237, against 326 in January, 1932.

Alcohol made from crops is to be fostered as a motor fuel by a national com'te formed at Chicago Feb. 16 by the leading farm organizations, with Dr. Leo M. Christianson of Iowa State College as technical adviser.

This depression has certainly done one great thing for the taxpayers. It has awakened the rank and file to the terrible fact that they are being crushed by an enormous tax burden.—G. W. Dyer, Vanderbilt University.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

Chicago, Ill.—The report on grasshopper damage in the West published in this column Feb. 8 should have been credited to R. O. Cromwell, well known as the crop statistician for Lamson Bros. & Co.

Springfield, Ill., Feb. 15.—The severe cold wave that overspread Illinois did scattered damage to winter wheat and other winter crops, mostly in the east-central and southern parts of the state, but the extent of damage was yet uncertain. Livestock suffered from the severe winter weather.—E. W. Holcomb, meteorologist, U. S. Dept. of Ag.

Kimball, Neb., Feb. 15.—So far there will not be enough wheat thru the west end of the state to feed a canary bird. There may be some spring seeding, and in that event perhaps there will be enough to fill one elevator. I have examined a number of the best fields of wheat and it has the appearance of being all dead. I do not believe there can be any winter wheat produced here now even tho it should snow 10 feet deep.—S.

Chicago, Ill.—It can be definitely stated that damage to wheat in the Southwest from low temperatures is considerable where condition of plants was already poor. Note Amarillo's high on the map was 64 and low minus six; at Oklahoma City 62 and minus 2. High winds seemed to drift light snows off the fields. Where condition of wheat was fair to good from Eastern Kansas eastward think damage confined to bare spots, ice smothered spots, thinning of stand, heaving top, browning or general weakening of resistance.—R. O. Cromwell, statistician Lamson Bros. & Co.

Chicago, Ill., Feb. 11.—Reports on wheat crop prospects have been received from a number of mills in Washington, Oregon and Idaho. All of them state that quite extensive damage has occurred to winter wheat. Local variations in injury and the difficulty of making an accurate check-up at this time caused the estimates of damage to differ considerably. The reports were unanimous in indicating that much reseed-ing with spring wheat would occur in the area where winter killing took place. Some observers reported that total production of wheat in this area might be but little affected in spite of winter killing, while others anticipate a decrease ranging up to 25% or more. The territory most severely hurt covers two counties in the southern tier in Washington and five counties in the northern tier in Oregon, all lying just south of the Columbia and Snake rivers. In these counties, "normal production would range from 17 to 20 million bushels." Evidently, the loss was most complete in Walla Walla and Umatilla counties. Equally severe weather prevailed in northern Idaho and the section of Washington north of the Snake river but that area had more or less snow covering. Some injury occurred where the snow was light, and such fields are expected "to be spotted."—Gilbert Gusler, Millers National Federation.

Mrs. Ray Heel writes from Mule Creek Ranch, Medicine Lodge, Kan.: "I, being a farmer's wife have little time, but at our club meetings I often ask, 'What do you think of this or that plan for farm relief?' and it has always ended by saying they wanted the open competitive markets that we used to enjoy. It seems that all independent dirt farmers want the open markets, but about one-third don't know what's going on. There are not very many radios in our parts any more, and many are dropping the daily newspaper. If we could get some real honest-to-goodness farmers, some that slop hogs, till the soil, and understand the business as the real ones do, and send them to represent agriculture and kick out the self-styled 'farm experts' that are parasites to agriculture and that are infesting the hotel lobbies at Washington, we might get something done."

Daily Closing Prices

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at following markets for the past two weeks have been as follows in cents per bushel:

	Feb. 8.	Feb. 9.	Feb. 10.	Feb. 11.	Feb. 14.	Feb. 15.	Feb. 16.	Feb. 17.	Feb. 18.	Feb. 20.	Feb. 21.
Wheat											
Chicago	48½	47½	47½	47½	46½	47½	47½	47½	47½	47½	48
*Winnipeg	40½	39½	39½	40½	39½	40	40½	40½	40½	39½	40½
*Liverpool	48½	48½	48½	47½	48	48½	48½	48½	48½	48	47½
Kansas City	42½	41½	41½	41½	40½	41½	41½	41½	41½	41½	42
Minneapolis	46½	46½	45½	46½	45½	45½	46	46	45½	45½	46½
Duluth, durum	45½	44½	43½	44½	43½	44½	44½	44½	45	44½	45½
Milwaukee	48½	47½	47½	47½	46½	47½	47½	47½	47½	47½	48
Corn											
Chicago	26½	26	25½	25½	25½	25½	25½	25½	25½	25½	25½
Kansas City	23	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½
Milwaukee	26½	26	25½	25½	25½	25½	25½	25½	25½	25½	25½
Oats											
Chicago	17½	17½	17½	17½	16½	16½	16½	17	16½	16½	16½
Winnipeg	24½	24½	24½	24½	24	24½	24½	24½	25	24½	25½
Minneapolis	14	14½	13½	13½	13½	13½	13½	13½	13½	13½	13½
Milwaukee	17½	17½	17½	17½	16½	16½	16½	17	16½	16½	16½
Rye											
Chicago	35½	34½	34	34½	33½	33½	34½	34½	34½	34½	35½
Minneapolis	30	29½	29½	29½	29	29½	29½	29½	29½	29½	29½
Winnipeg	34½	33½	33½	34½	33½	34	34½	34½	34½	33½	34½
Duluth	32½	32	31½	32½	31½	31½	31½	32½	32	31½	32½
Barley											
Minneapolis	21½	21½	21½	21½	21½	21½	21½	22	22	21½	22½
Winnipeg	29½	29½	29½	29½	29½	29½	29½	29½	29½	29½	29½

*Deduction made on wheat only for depreciated currency.

Illinois Favors Constructive Farm Relief

Bringing relief to the farmers thru developing new markets and new outlets for his products, instead of by fantastic domestic allotment plans, and ridiculous Farm Board buying and dumping schemes, was the principal subject before the 30th annual convention of the Farmers Grain Dealers Ass'n of Illinois, held at Springfield, in the St. Nicholas Hotel, the birthplace of the ass'n, on Feb. 7, 8 and 9.

A severe blizzard that raged thru the first two days of the convention, covering the roads with snow and ice, and filling the atmosphere with the chill blasts of a zero wind, reduced attendance, but only served to increase the attention at the meeting.

The morning of the first day was devoted to registration of delegates, conducted thru courtesy of the Grain Dealers Mutual Fire Insurance Co., which supplied the attractive badges.

All business sessions were held in the ball room of the hotel.

Tuesday Afternoon Session

The first session was called to order by Pres. T. R. Cain, Jacksonville, at 1:30 p. m. Tuesday.

REV. H. H. PITTMAN, Pastor, First Congregational Church, pronounced the invocation.

MAYOR JOHN W. KAPP delivered an earnest address of welcome, leaving no doubt that the keys of the city were in the hands of the delegates.

PRES. CAIN made his annual address, saying:

Pres. Cain's Address

This Ass'n has never taken a step backward, has never done anything for which it must apologize, or offer excuses.

For the past fourteen years I have been associated with your Board of Directors and Officers, who serve you without compensation; no amount of money can erase the friends and acquaintances I have made since becoming connected with this organization.

Thirty years ago, almost a third of a century, this ass'n was born in this very hotel. Since that trying period the farmer elevator movement has gone steadily forward. We found by experience that farmer elevators, owned and controlled by a majority of the producers at any station, raised the prices of grain and corrected the trouble. That's why we kept going.

By and thru this warfare, we have reclaimed our local markets from outside control. We are now handling sixty per cent of the grain that goes to market from the middle west. Our weights, grades, and service are highly satisfactory. The cost of handling has been reduced to a minimum. Experience has developed thousands of efficient managers. Our accounts are well kept, our books are audited. Thousands of farmers have become well acquainted with the methods and system of handling grain thru serving on boards of directors. Those elevators have lifted the standard of business in thousands of communities throughout the grain belt.

I have been a member and I may say an officer in almost every kind of farm movement in my county and in Illinois during the last 25 years. I have never turned down anything that was offered by anybody that I thought might help the farmer or the farming industry. I believe I am in a position to compare all of them without prejudice. Most of them have taken money out of the pockets of the farmers. Our farmers' elevators stand far above all other efforts of the farmers of the Middle West to benefit themselves by organization. It is an established fact supported by the Department of Agriculture at Washington, D. C., by findings of Congressional investigations, by statistics from Boards of Trade, Chambers of Commerce, political economists and our agricultural schools, colleges and universities, that our grain now goes to market at the lowest handling cost of any farm commodity. A large part of the credit for this economy and efficiency belongs to our farmers' elevator movement. We need to keep our farmers' elevators and to keep them locally owned and controlled. We need to strengthen them financially. We are suffer-

ing just now in this depression from a money shortage due largely to low prices. In spite of that I believe there is enough money and enough good sound sense among the farmers of every community of Illinois to finance your elevator and its operation locally.

This depression cannot last long. It should clear up within the next year or two. When we come out of it and forever thereafter, so long as we farm the land, we need to keep control of the local marketing machinery in order to control the cost of handling our grain.

Encroachment of Government Set Up.—It is because this matter was so clear to me and because my memory is still filled with the plundering tactics of the old line house system, that I have opposed vigorously the encroachments of the Government set-up. In this, at least, certain agricultural leaders are attempting to establish a line house system. They have bought some stations outright and control of others by contract. It is their idea, and they so state, to take over the control of our farmers' elevators into a great corporation in order to get the volume and control the price. This is folly. The old line house had the volume. They had a veritable monopoly too. The Farm Board had the volume. They cornered wheat and cotton. Did they raise the price? They did not. Did they improve the methods? They did not. Did they reduce the cost of handling? They did not.

Rural Racketeers.—For the past six or seven years a fast growing army of rural racketeers has fattened on agrarian prejudices. They have blackened the names of all interests touching farm products—Merchants, Exchanges, Railroads, and other established institutions.

Next to prohibition, rural racketeering has become the nation's most amazing industry. The plan is simple. Call together a group of farmers, slander business in every possible way, denounce exchanges, the banks, Federal reserve system and the capitalistic press. Fill the farmer with fear and bitter hatred. Propose a remedy of compulsory cooperation and legislation, then collect smart fees from the sons of the soil and set up a hollow shell organization with most of the funds going to high salaried officers who will rush to Washington as spokesmen for millions of suffering farmers.

Today these rural racketeers, who have grown into a vast army and are eating deeper and deeper into the profits that should go direct to the farmers, make up our most serious farm problem. They upset every community they enter. They make for strife and hatred. They unsettle the farmers and break up farmers' companies that have been successful for years. They leave a trail of ruin behind them everywhere.

Not for Allotment Plan.—I am frequently asked what I think of the proposed Voluntary Domestic Allotment Plan. I am not for it. In my opinion farmers will not volunteer to cut acreage and go on a domestic basis. I favor tariff adjustment, so we may continue to sell our surplus abroad. Furthermore I think it would greatly increase the army of rural racketeers.

I do not wish to attack the men in charge of the new line house idea, nor the men who ran the old line house system. The men may be right, but the system is wrong. Any system that takes control of grain away from the local station where it belongs and puts it in our terminal markets or in Washington, D. C., where it does not belong, will be as bad for the farmer today as it was thirty years ago. It will kill our farmer elevators, destroy competition and leave the man on the farm alone and unprotected.

Line house operators are not interested in the price to be paid to the farmer, nor the cost of handling. They are interested in big salaries and expense accounts. No matter how conscientious or zealous the pioneers and founders of any line house system might be, everyone knows that in a few years of control at long range, it will be dominated by a money making program for those who operate it. After a life time of study and conscientious effort to improve farming conditions I am convinced that the local farmer cannot have anything to say about the operation of any line house system which buys his grain. I have always contended that the farmer had a perfect right to engage in any business he wishes. On the other hand I am one of those who believe that grain is handled on such a narrow margin that it is folly for the farmer to believe he can reduce the cost of handling or improve the service. Our farmers' elevator has already done that.

So long as we keep control of the grain at the source, we will force it to be handled beyond that point better than we can do it ourselves. I can think of nothing worse to come to the farmers of Illinois than to allow themselves to give up the control and operation of their elevators. Much better that we should put on a program of education and build a farmers' elevator at every grain station in the middle west.

Our ass'ns, both state and national, have done a splendid piece of work along many lines. You are familiar with them. They should be the center of farm organizations in the Mississippi Valley. Farmers enjoyed the greatest era of prosperity when they were the center of farm organization. The organizations are free from graft after thirty years. No high salaries have been paid. Every dollar ever invested in it has been returned in the price of grain and in dividends. What is needed everywhere is for the leaders of farmers' elevators to re-sell them to the people of the community. Farmers need to quit dreaming and looking at the stars and get down to earth. So long as we have the farmers' elevator movement and so long as it does its duty locally and nationally there can be no exploitation of agriculture.

SECY LAWRENCE FARLOW, Bloomington, read his annual report from which we take the following:

Sec'y Farlow's Report

The farmers co-operative elevators of Illinois have passed another year of business depression with loss of only two elevators and no serious business losses. Buying margins have been reduced to allow farmers all that could possibly be paid and still permit the grain company to meet expenses. This policy has kept the financial position of member companies from material change during the past year.

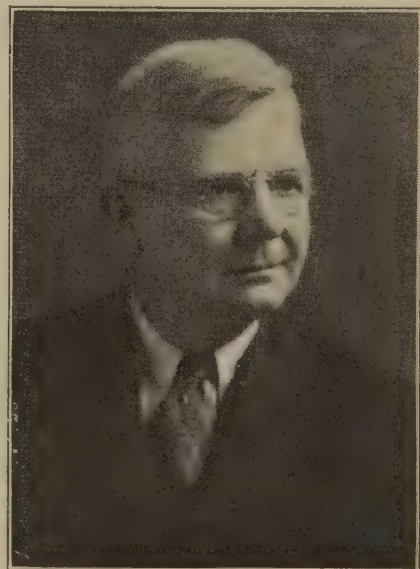
Statistics: Our new directory contains the names of 453 local companies with elevators at 535 stations. Our membership shows a slight increase with eleven new and reinstated members, and eight cancellations and suspensions.

Yellow Hard Wheat: A year ago your attention was called to efforts being made to cause the reinstatement of yellow hard wheat as a contract grade. Following our convention the question was submitted to the membership of the Chicago Board of Trade and yellow hard wheat was reinstated by almost unanimous vote. Much of the last crop graded yellow hard, but we received no complaints of excessive discounts.

Landlord's Liens: With continued low prices it is becoming increasingly difficult for grain buyers to ascertain proper ownership of grain delivered for sale. For protection, each interested party should be required to declare his interest in a crop before final settlement.

Grain buyers do not object to operating a free collection agency for landlords, but most of them feel that the landlord should at least give them notice of his liens.

Grain Trucking: Trucks have come into prominence as grain carriers during the past year. From a few truck loads in July the traffic into Chicago alone has increased to several hundred loads per month. If we continue to permit our public highways to be used for private commercial gain, and if the railroads continue to exact war time rates for transport-



Pres. T. R. Cain, Jacksonville, Ill.

tation service we can expect an ever increasing amount of grain hauling by truck.

Should trucking become the prevalent mode of transportation, it would destroy many community enterprises that have the railroad loading station as their nucleus. For the protection of our institutions and the communities they serve, we should use our united influence to bring about fair treatment for the railroads and proper regulation of highway transportation. Plans are now under way for a conference of shippers and carriers to consider rate proposals and regulation of highway traffic.

Meetings: Your ass'n has sponsored public meetings in 20 of the larger cities of the state for discussion of important economic problems. These were attended by approximately 10,000 farmers and community spirited business men. Business men particularly were anxious to learn of constructive means for helping agriculture.

Hon. R. W. Dunlap, Ass't Sec'y of Agriculture, said to this body in 1927:

"One of the most useful functions of our state ass'n, as I view it, is to maintain constant and watchful guard against misinformation. To analyze carefully and interpret correctly all that is put out under the general head of economic information becomes a large task, one to which local companies are often not equal. Figures and statistics lend themselves to various uses and it is difficult sometimes to distinguish between real economic truth and what is merely ingeniously devised propaganda. The farmers elevators of Illinois have a large investment of capital and an even larger investment of experience. They have existed and functioned and most of them have prospered thru the application of business methods. . . . The grain business is not one in which your interest ends with the problems of loading, storage and transportation. You have a direct and vital interest in all of the forces that play on price and it becomes part of your business to at least see that it is conducted fairly and honestly all along the way."

The statement is more significant now than when it was spoken. When a competitor uses his own money in an effort to gain commercial supremacy, one has recourse thru natural laws of economics. But when our state legislature and our national congress exercise their powers to tax our institutions and appropriate the proceeds of such taxes to agencies that wage competitive strife, it presents a more difficult problem.

Much of the time and effort of the offices of your ass'n has been spent in counteracting the propaganda of tax paid promoters who are seeking to cause the farmers to surrender control of their local companies in favor of a politically controlled and government subsidized monopoly of the grain business. If our esteemed law making body that is now assembled in this city would check up on the activities of some of our county agents and find how far they have strayed from the duties prescribed by the Smith-Lever Act, they might spare the taxpayers of the state the \$225,000 biennial appropriation for such agents.

Voluntary Cooperation: Directors and stockholders of our farmers elevators are to be congratulated upon adherence to the principles of voluntary cooperative marketing and their stand for local ownership and control. The time is ripe for a revival of the enthusiasm that obtained when farming was profitable and grain was marketed in an orderly fashion in keeping with the law of supply and demand.

The older farmers elevators have offered stubborn resistance to all attempts at monopoly knowing that monopoly, whether fostered by private capital or government appropriations, has always worked to the detriment of both producer and consumer. Helpless as they have been to maintain prices in the face of government accumulation of stocks and resultant retaliation from foreign countries, our farmers elevators have shared the burdens of their customers, in many instances by permitting them to draw upon their stored up resources, and in all instances by rendering a necessary service at cost.

They are now mobilizing forces behind a strong economic program which we hope will lead to a healthy recovery from our economic ills. The program as promulgated by your officers is as follows:

Suggestions for Farm Relief

Repeal the Agricultural Marketing Act, thereby abolishing the Federal Farm Board and bringing to a close all government competition in our commodity markets. This would restore confidence and encourage processors and investors to anticipate requirements and conduct their operations on a normal basis.

As representatives of the largest, oldest and most successful cooperative marketing movement in the world (the farmers elevator movement), we favor permitting farmers to develop their own cooperatives as they see fit without government subsidy or interference.

We favor reciprocal tariff adjustments to restore foreign markets for our surplus agricultural products.

So long as any industry in this country is

protected by the tariff, we favor full tariff protection for agriculture. It is a well known fact that Cuban molasses replaces approximately 50,000,000 bus. of corn annually in the production of industrial alcohol. Tapioca flour replaces another 25,000,000 bus. of corn, being used as a substitute for corn starch. The elimination of these imported substitutes would solve the corn surplus problem.

Reorganize our agricultural credit institutions and provide for the farmer the same financial assistance that is given industry and at the same rate of interest.

Reduce government expenditures by eliminating all unnecessary boards and bureaus. The greatest opportunity for immediate relief for agriculture is an effective tax reduction program.

We are opposed to any attempt at artificial price making. The law of supply and demand is a law of nature which is self-enforcing. Any violation of that law must invoke its penalty. The stabilization features of the Agricultural Marketing Act exacted heartrending penalties from the producers whom it was intended to benefit. No further experiments of that nature should be tolerated.

If extreme measures are required to restore a fair price for agricultural products, it should be along the line of compelling increased consumption. The farmer lost an important market for his grain when the motor was substituted for horse power upon the farm, on county highways and on city streets. Mineral power was substituted for vegetable power. Experiments have proven that grain alcohol can be mixed with gasoline to produce a high grade of motor fuel. It would require 500,000,000 bus. of grain to produce a 10% mixture of alcohol in all the gasoline consumed in this country in a year. To compel the use of such a mixture could do no worse than increase the price of gasoline two or three cents a gallon and would produce a better fuel. To put it into effect would require a simple law imposing a tax of about 5c a gallon on motor fuel, exempting from that tax any motor fuel containing 10% mixture of grain alcohol. Such a substitution would immediately create a shortage of grain that would force prices above the pre-war level. The oil industry would not suffer, since the increased buying power of the farmers would more than compensate for the 10% substitution. The increase in the country's gasoline bill would not exceed \$300,000,000 a year—a low price for immediate and positive farm relief. It is much more tolerable than taxing bread, meat and overalls as proposed in the domestic allotment plan and it would dispose of the surplus which the domestic allotment plan would not do.

TREAS. CHAS. FAIRFIELD'S report showed a favorable balance in the treasury.

HARRY HEISER, Bloomington, reported the activities of the auditing department, and pleaded for careful records and accurate accounting methods.

PAUL THIELEN, Bloomington, reported the Supply Co. has suffered loss of business in common with other business houses.

GEO. BETZELBERGER, Delavan, briefly reviewed scale inspections for the past year, and encouraged the use of scales, kept dependable thru adequate inspection service for both the grain dealer and his customer.

PRES. CAIN appointed the following com'tes:

CREDENTIALS: Chas. Holz, Buckley; Vern Marks, Kempton; Lee L. Mellinger, Cerro Gordo.

RESOLUTIONS: A. J. Torri, Seatonville; E. H. Donnewitz, Somonauk; Harold Morgan, Buckley; John Strickfadden, Pekin; L. E. Riley, Ashland; Geo. Larrick, Milmine; A. A. Danner, Edinburg.

THE NOMINATING COM'ITE was selected by caucus of members in the seven districts. The selections were Lewis Weber, Seatonville; Vern Marks, Kempton; E. P. Foley, Tremont; H. E. Boecker, Tallula; Roy Jones, Monticello; T. M. Cole, Edinburg.

Adjourned to Wednesday morning.

The Banquet

The annual banquet was held in the hotel ball room Tuesday night. The dinner was excellent, and group singing, entertaining dancers, and good music made the dinner hour pleasant.

HON. THOMAS F. DONOVAN, Lieut. Gov. of Illinois, toastmaster, introduced all at the speakers' table, but did not permit them to

speak. The talking was reserved for Hon. Wm. Dieterich, Beardstown, U. S. Senator-Elect.

POLITICAL QUACK DOCTORING

SEN. DIETERICH charged political quack doctors with shifting the basic principles in the original constitution of the United States. Thru their interpretations the constitution bears little resemblance to the intentions of its makers.

This is the great age and time for the political doctor to vend his wares when agriculture is prostrate and industry is fighting to get back on its feet. Congress biggest job is not that of drafting a constructive program for the return of prosperity but of combating wild ideas—fanaticism.

Everyone has the wild idea that he has a plan that will cure present economic conditions; if they were adopted we would learn that an injury had been perpetrated upon the American public.

There was a time when rural folks felt that the farm would always be the home of their children; but now we find a group of insolvent people, not so by any fault of their own, insolvent because the government thought it could regulate industry. The law of supply and demand will always regulate.

Two things are essential to any industry: (1) Production; (2) distribution. Your organization has always sought a market for the farmer before the seed was planted—you have engaged in speculation; if speculation is taken out of industry all hope for return of prosperity has been taken away.

Government operation in the grain business has sought to disregard the law of supply and demand. It has broken down our free and open markets, where buyers and sellers made their bids and offers upholding prices for the breadstuffs of the nation.

Legitimate speculation brings profits to all engaged in the grain trade. The system of marketing worked out by boards of trade, built up thru the years to the needs of the producers, has shown uncanny ability to find a market, even before the seed is in the ground. Buyers taking future delivery contracts, provided an assured market at harvest time. This system, founded on confidence, has been sadly crippled by the destructive forces of bureaucracy. "It is no wonder that grain prices have gone down."

Tariff adjustments that will again develop foreign trade, and a system of credits for bankrupt farmers that will put them back on their feet, must be the foundation of any prosperity that may come in the future.

Wednesday Morning Session

VERN MARKS, Kempton, pres. of the Manager's Club, presided at the second session. A number of the selected speakers were absent, due to the force of the blizzard and the blocking of roads by drifting snow.

PROF. H. E. BARNARD, Indianapolis, discussed the competition set up against corn by imported starch made from cassava roots grown in the East Indies, showing by pictures and diagrams, how seriously it affects the domestic market among corn industries. His

[Concluded on page 131]



Vern Marks, Kempton, Ill.,
Pres. Managers' Club.

Grain and Feed Trade News

Reports of new firms, changes, deaths and failures; new elevators, feed mills, improvements, fires, casualties and accidents are solicited.

ARKANSAS

Danville, Ark.—Bert Gately has rented the room attached to the garage and installed a hammer mill, which started operation on Jan. 21.

CALIFORNIA

San Francisco, Cal.—The com'ite on grain of the San Francisco Grain Trade Ass'n, the recently elected members of which were reported in the Journals last number, has re-elected D. Belknap sec'y and James J. Sullivan chief grain inspector.

Reseda, Cal.—The Marian Milling Co.'s large warehouse burned early in the morning of Feb. 1; loss, \$75,000; insurance, \$25,000. The house contained 5,500 bags of lima beans, 1,000 sacks of wheat, 800 sacks of barley and several hundred sacks of sugar beet seed. The warehouse was equipped with bean cleaning machinery.

Following are some of the proposed California legislative bills affecting grain and feed dealers: AB 1436—Repeals 1931 amendments to Uniform Warehouse Receipts Act which gave warehousemen a lien on stored lots of grain for costs of fumigation against grain weevil. The 1931 amendments were held unconstitutional in an informal opinion by the attorney-general. This bill accompanies A. B. 1437, which if enacted in some generally acceptable form will provide for fumigation charges when such treatment is economically sound and fair to everyone affected. A. B. 1437—New California Stored Grain Inspection Act. Director of Agriculture to require registration of all public grain warehouses for the control of insect pests requires a permit to operate such warehouses; director or agents to inspect warehouses, facilities, stored grain, and may declare badly infested grain a public nuisance and order reasonable treatment or disposal. A. B. 1214—Repeals Chap. 4, Div. 5, Agricultural Code, Secs. 891 to 900 inc., relating to enabling act providing field crop standardization, etc. This law abolishes grain, hay, rice, and bean inspection. A. B. 1666—Abolishes act relating to field crops and field crop inspection and standardization in Department of Agriculture. It is said that A. B. 1214 and A. B. 1666 place Californians at the mercy of other states. A. B. 1675—Repeals Art. 1, Chap. 5, Div. 5, Sec. 911 to 920 inc. of Agricultural Code, abolishing all state seed inspection work including the repeal of the California Seed Law in its entirety and the operation of the State Seed Laboratory in the Department of Agriculture.

CANADA

Vancouver, B. C.—Memberships in the Merchants Exchange have risen from \$700 to \$1,000. Several Winnipeg grain exporters have bot memberships recently.

Port Arthur, Ont.—A permit for \$10,000 was issued to the Consolidated Grain Co. on Feb. 1 for demolishing and rebuilding a car trestle at its elevator at the foot of Van Horne St.

Churchill, Man.—Heretofore the Dominion Government has made no charge for the storage or elevation of grain at its mammoth elevator here, but that will be changed this year and the port will handle grain on a competitive basis. Insurance rates will not be boosted this summer because of the sinking of the boat "Bright Fan" last year, and a much larger trade is expected this summer than last.

Vancouver, B. C.—Smith, Murphy & Co., Ltd., export grain firm of Winnipeg, headed by Sidney T. Smith, pres. of the Winnipeg Grain Exchange, recently took over the local firm of Davis, Milroy & Co. and will enter the export trade out of this port. The Reliance Grain Co., which has terminals at Fort William and line elevators across the country, also an office in New York, is also controlled by Smith, Murphy & Co. R. C. Milroy, of Davis, Milroy & Co., and Clarence Smith, son of Sidney Smith, have been named joint managers of the local office.

Winnipeg, Man.—The 13th annual statement of the Grain Insurance & Guaranty Co. shows it to have enjoyed a most satisfactory year. In fact, its net income for 1932 aggregated \$229,196. Its assets now amount to \$2,059,245; its surplus \$365,292. Its liabilities at the close of the year included accounts payable amounting to \$20,663; losses estimated but unadjusted \$2,000, and dominion and provincial taxes accrued \$40,794.

COLORADO

Dove Creek, Colo.—The establishment of a farmers' co-operative flour mill at this point is being agitated.

Otis, Colo.—On Feb. 8 fire of undetermined origin destroyed the elevator of R. C. Hoch and damaged stock of the Conley-Ross Grain Co. Loss, about \$13,000.

Denver, Colo.—We are contemplating the building of a 30,000-bu. elevator and feed grinding plant this coming spring or summer, providing there is some improvements in general economic conditions.—Macartney Grain Co.

Pueblo, Colo.—W. N. Reuter, recently of Guffey, is the new owner of the Union Grain & Coal Co., P. C. Croll, former owner, having traded the business for a cattle ranch near Guffey. Mr. Reuter has assumed active management of the business.

ILLINOIS

O'Fallon, Ill.—A. Ohlendorf & Sons recently installed a Sidney cleaner.

Tremont, Ill.—Henry Getz, manager of the Farmers Co-op. Elevtr. Co.'s elevator here, died at his home, Feb. 9, after an illness of about 10 days, death being due to paralysis.

Monticello, Ill.—The building just west of the Monticello Grain Co.'s offices, known as the old soybean mill, occupied for the last few months by a shellac company, burned Feb. 2.

New Windsor, Ill.—The Rivoli Grain Co. has appointed Louis Kness, of Viola, manager of its elevator, succeeding Frank G. Black, who has been manager for the past 14 years.

Viola, Ill.—Louis Kness, who has been employed by Mr. Fritch at the elevator here, has accepted the position of manager at New Windsor for the Rivoli Grain Co., but will continue to live in Viola.

Kruger (East Lincoln p. o.), Ill.—The East Lincoln Farmers Grain Co. No. 1 recently purchased from Mrs. Edna Sanford the land on which the elevator is located, the site heretofore being held on a long-term lease.

East St. Louis, Ill.—Clark Bros. Feed Co.'s warehouse, which burned Jan. 4, as reported in the Journals Jan. 25, will be rebuilt at a cost of \$3,200, the new structure to be of metal and frame with a concrete foundation. The building permit has been issued.

Morris, Ill.—The Puritan Mills, reported a short time ago as having leased the plant of the bankrupt Morris Milling Co. here, have given up their lease, it is said, and will operate a warehouse and processing plant in Chicago, where the company maintains offices.

Catlin, Ill.—H. H. Klayer will replace W. L. Jackson as manager of the Catlin Grain Co. on Mar. 1. Mr. Jackson is resigning to take charge of his elevator at Westville, from which he will also supervise his elevator at Georgetown. Mr. Klayer is one of the owners and directors of the Catlin Grain Co.

Prairie du Rocher, Ill.—The Rocher Milling Co., incorporated a year ago, closed its doors Feb. 1, due to prevailing business conditions. K. Coerver, pres. of the company, bot the plant from the Monroe Milling Co. to keep it from being closed. It is understood that negotiations are being carried on with a large milling concern to take over the plant.

East St. Louis, Ill.—James H. Donahue, for several years a Bond County farmer, has been appointed by Governor Horner as superintendent of the Illinois Grain Inspection Bureau here, succeeding Fred Rook, the Republican appointee deposed by the new Democratic governor. Mr. Donahue's office is in the Metropolitan Bldg.

Mendota, Ill.—The Farmers National Grain Corp. has opened an office in the First National Bank Bldg., E. H. Spears, of Chicago, being in charge. The company will deal only in cash grain. Mr. Spears will contact the managers of farmers co-operative companies but will buy grain from any elevator, it is reported.

Springfield, Ill.—In his annual report as sec'y of the Farmers Grain Dealers Ass'n of Illinois, Lawrence Farlow invited the attention of the Illinois Legislature to the activities of county agents who have gone afield from their duties as laid down in the law. Mr. Farlow suggested that such a checkup "might spare the taxpayers of the state the \$225,000 biennial appropriation for such agents."

Mount Sterling, Ill.—J. E. Cronin, who resigned as manager of the Mount Sterling Farmers Co-op. Co.'s elevator on Feb. 2 and who had been missing since Feb. 3, was found dead in the elevator on Feb. 12, with a bullet wound in his head and a pistol lying nearby. Mr. Cronin, who was 38 years of age, was chairman of the county Democratic com'ite. The sec'y of the elevator company was reported to have said that Cronin was \$2,000 short in his accounts.

CHICAGO NOTES

H. B. Lake of Great Falls, Mont., was expelled Feb. 7 from membership in the Chicago Board of Trade for violation of Rule 150. Among the offenses specified in Rule 150 is "trading systematically against the orders or position of his customers."

Dudley E. Simpson and J. Francis Bulger, the latter a member of the Chicago Board of Trade, both formerly with Lamborn, Hutchings & Co., have joined Rhoades, Williams & Co. in charge of the firm's new grain and stock department. Gordon K. Gould is the resident manager. The firm's office space in the Continental Illinois National Bank Bldg. is being enlarged and a boardroom added.

The Grain Market Analysts Club will hold a meeting Thursday, Feb. 23, in DeMet's Grill Room in the Board of Trade Bldg., where dinner will be served at 6:30 p. m., at \$1 per plate for members and their guests. The principal speaker will be Father Bruno Bitter, S. J., dean of Tokio University, Tokio, Japan, on "Manchuria and Japan." The current controversy of Japan with the League of Nations over Manchuria, with its resulting crash of stock market prices in Japan, makes the address of tremendous interest, and the importance of the subject, with its effect on the grain markets and the peace of the world, together with the ability of the speaker of the evening, merits a large attendance.

Ernest V. Maltby, former vice-pres. and general manager of the defunct Rural Grain Co., which had been bot by the Farmers National Grain Corp. to gain trading rights on the Chicago Board of Trade, was sentenced on Feb. 8 to serve one to 10 years in the penitentiary for embezzlement of company funds. He was allowed his liberty in bond for 60 days pending an appeal to the State Supreme Court. While Maltby was sentenced on the specific charge of taking \$2,000 of the company funds, his total peculations are said to equal the \$170,000 deficit of the Rural Grain Co. The company, which was placed in bankruptcy in 1930, was a co-operative society made up of farmers from Illinois, Iowa and Wisconsin. Following the company's collapse, Pres. S. J. Cottoington charged that the failure was due to Maltby's unauthorized speculations in grain futures. Maltby disappeared and was expelled by the board of trade, as reported in these columns at the time.

The next meeting of the Chicago Board of Trade Post No. 304 of the American Legion will be held on Mar. 2.

Recent new members of the Board of Trade include the following: Lester J. Badenoch, Jules C. Stein, Robert F. McGurn and John A. Power, Jr., all of Chicago; Harry H. Whiting, of Minneapolis; Alfred P. Parker and Irwin P. Skolky, of New York City; Albert J. H. Eckardt, of Toronto. Mr. Badenoch, who is a solicitor for Harris, Burrows & Hicks, is the fifth Badenoch who is a member of the Board of Trade, his father, grandfather and two uncles all being members, his grandfather, J. J. Badenoch, having been a member since 1874, longer than any other living member of the exchange. Memberships transferred: Lester G. Briede, Estate of Edward W. Diercks, Harry Paul, Thomas D. O'Brien, Charles P. Cummings, Estate of William J. Byrnes, Henri Morellon, John F. McGuire.

The Rosenbaum Grain Corp.'s elevators, known as St. Paul Elvtrs. A and B, together with 1,615,105 bus. of grain, located on Goose Island, burned early in the evening of Feb. 9, while the thermometer stood at 7 degrees below zero; loss \$1,000,000; fully covered by insurance. Eighty pieces of fire-fighting equipment fought to save surrounding property, including the oil storage tanks of the Archer-Daniels-Midland Co., manufacturers of linseed oil products. The elevator (divided into two parts by a fire wall), taken over by the Rosenbaum Corp. from the Armour Grain Co., was the last grain storage remaining on Goose Island. It was erected by P. D. Armour in 1898, while he was engaged in his famous "wheat fight" with Joseph Leiter, and was one of three elevators erected in a month. One of them burned in 1930 and the other in 1932. All were operated in late years by the Rosenbaum Corp. At the time of the fire the elevator contained 661,129 bus. of wheat, 946,829 bus. of corn, 7,097 bus. of rye and no oats nor barley. It was believed that some of the grain might be salvaged.

INDIANA

Tocsin, Ind.—Tocsin Lbr. & Grain Co. have installed a Sidney Special Feed Mixer in their elevator.

Bryant, Ind.—The Geneva Milling & Grain Co., of Geneva, Ind., is installing a chicken hatchery at its local elevator.

Avery (Frankfort p. o.), Ind.—Mrs. Ethel A. Coyner, widow of William G. Coyner, whose death was reported in the Journals last number, will dispose of his elevator business here.

Brazil, Ind.—The Clay County Farm Buro is considering the purchase of a diesel engine for its elevator, to replace its present electric power on account of the high power rates. The company may install a grinder also.

Frankfort, Ind.—The many friends of Carl Sims, of the Sims Milling Co., will be sorry to learn that his condition is no better. Mr. Sims recently underwent an operation at Mayo Bros., which was not entirely successful, as reported previously.

Indianapolis, Ind.—Within the last month four new members have been added to the Indiana Grain Dealers Ass'n as follows: Brown Supply Co., Valparaiso; National Milling Co., Toledo, O.; Max Katz Bag Co., Indianapolis, and Fairmount Grain Co., Fairmount, Ind.

Indianapolis, Ind.—We are glad to be able to advise you that the notation made in your last issue of the Grain & Feed Journals to the effect that we had found a bunch of keys at our elevator has served to find the owner. The keys belong to the houseman of Turner-Hudnut Co., at Lacon, Ill.—Cleveland Grain Co., Ed K. Sheperd, mgr.

North Liberty, Ind.—C. G. Wolf, whose elevator on the N. Y. Central tracks burned Jan. 24, as previously reported, has had plans drawn for a new elevator, on which he hopes to start construction very soon, completion to be within 60 or 90 days. The new house will be 32x29 feet and 60 feet high, of crib construction, containing 12 grain bins. It will be up-to-date in every particular, equipped with the latest machinery for handling grain. There will also be a new feed grinder, shellers, cleaners, feed mixers, etc., as Mr. Wolf will continue the manufacture of his popular poultry feeds. A warehouse, about 50 feet long, will be built just north of the new elevator, to take care of large stocks of feed, flour, etc. Each machine in the new house will be driven by its own individual electric motor.

Worthington, Ind.—The only reason for the change in firm name (or going out of the corporation) was to reduce the book work and office expense.—Worthington Grain Co., by A. M. Cain.

Linton, Ind.—Charley Johnson, local feed and baby chick dealer, has bot the two-story Board of Trade Bldg., which will be utilized by the Johnson Feed & Supply Co., a new corporation that has been formed, with Mr. Johnson as pres. The new company will manufacture poultry and stock feeds and will also wholesale and retail poultry supplies and remedies, seed supplies, etc. Mr. Johnson's hatchery will continue as in the past as a separate business.

Indiana grain dealers are urged to give their support to House Bills Nos. 110, 124 and 125, which have passed the House and are now in the Senate, by urging their senators to support these three bills and Senate Bill No. 198 when they come up for passage, and also to urge their representatives to vote for Senate Bill 198 when it comes down from the Senate. S. B. 198 was introduced by the grain interests and provides for a maximum vehicle weight, truck and load, of 28,000 pounds, being an amendment to the motor law enacted in 1931, which allows for a gross weight of 43,000 pounds. Grain dealers need the protection of further restriction on the weight of trucks. House Bills 110, 124 and 125 cover trucks coming into the state from adjoining states, bringing the unregulated truck carriers under the restrictions of certified or common carriers and providing for many regulations that will be helpful not only to the grain interests but to the general public as well. Grain dealers are urged to call personally on their senators and representatives, also to write or wire them to support these measures.

IOWA

Davenport, Ia.—The plant of the Freihofer Flour Mills was slightly damaged by windstorm recently.

Boone, Ia.—William Walker has been appointed manager of the Farmers Co-op. Elvtr. & Livestock Co., succeeding Arthur Allen.

Rake, Ia.—L. O. Honstad, manager of the Lincoln Elvtr. Co.'s elevator, has resigned and has been succeeded by Frank Hessel Dahl.

Earlville, Ia.—The old Earlville Elvtr. and feed mill, which has stood here for 58 years, is being razed. H. J. Pitcher, who died a year ago, operated this house for 36 years.

Pacific Junction, Ia.—A. H. Maxwell's elevator burned at 8 p. m. Feb. 3, cause of fire, which started near the top of the structure, being unknown; it contained 1,500 bus. of corn.

Hedrick, Ia.—The Square Deal Milling Co.'s mill, W. I. Miller operator, F. J. Conrad owner, burned in December, is being replaced. The machinery has all arrived and will be installed as soon as weather permits.

Lawler, Ia.—M. J. Connors, manager of Gilchrist & Co.'s elevator, died Feb. 8, after being ill nearly a month with influenza. Mr. Connors, who was 63 years of age, is survived by his wife, three sons and three daughters.

Tripoli, Ia.—The brother of F. C. Schultz has taken over his feed mill business here for the time being, since the death of Mr. Schultz, which occurred on Feb. 2. Mr. Schultz was a member of the Iowa Millers & Feed Dealers Ass'n and was well known among feed men.

Duncombe, Ia.—The local office of the Webster City Elvtr. Co. has been re-organized and opened on Feb. 13 under the management of V. S. Gordon, of Indiana. The company plans to build corn cribs immediately and buy ear corn, and also making a number of other improvements.

Western Mutual Fire Insurance Co.

Hubbell Bldg. Des Moines, Ia.

Call or Wire

Our Expense for Immediate Protection on

Elevators—Grain—Dwellings
Lumber Yards—Merc. Property

KANSAS

Galva, Kan.—Wind slightly damaged the elevator of the Clay-Leahy Grain Co. on Feb. 6.

Home, Kan.—The warehouse of R. J. Lewis & Son was slightly damaged by windstorm on Feb. 6.

Walton, Kan.—The elevator of the Walton Elvtr. & Supply Co. was slightly damaged by windstorm on Feb. 4.

Paola, Kan.—The electrical equipment of the Buchman Seed & Feed Co., elevator operators, was slightly damaged recently.

Alta Vista, Kan.—The Alta Vista Farmers Union Co-op. Ass'n sustained slight damage to its electrical equipment on Feb. 10.

Jetmore, Kan.—The elevator of Mrs. Rosa E. Ling, administratrix, was slightly damaged by fire of undetermined origin on Feb. 4.

Norwood (Ottawa p. o.), Kan.—The Norwood Grain Co.'s elevator here, owned by Chester Ferguson, valued at \$7,200, burned Jan. 31, together with its contents.

Haviland, Kan.—J. Burns has taken over the feed mill formerly operated by J. G. Spain and will continue the manufacture of stock feed, wheat cereals and cornmeal.

Seneca, Kan.—The Farmers Elvtr. Co. has appointed Andrew Haverkamp, son of one of the members of the board of directors, manager of the elevator, succeeding Edward Draney.

Neodesha, Kan.—The W. S. Smith Feed Co., successors to the Rea-Patterson Milling Co. here, has installed at its elevator a complete unit for the mixing of dairy and poultry feeds.

McPherson, Kan.—The Feedola Milling Co. is installing a portable feed mill to do custom feed grinding for the farmers in the north-western part of the county, operating the mill on two days every other week.

Topeka, Kan.—The motor division of the Public Service Commission has prepared a bill providing for increased registration fees and taxes on trucks of over one-half ton, but the bill is still before the com'te to which referred.

Topeka, Kan.—Forcing open a sliding door at the rear of the building, burglars gained access to the Derby Grain Co.'s office during the night of Feb. 1 and took about \$15 in small change from the company's safe, after sawing the steel hinges off.

Weir, Kan.—Charles Mayer, who came here from Eagle, Colo., four years ago and bot the elevator here, which he operated until his death, passed away at the Mount Carmel Hospital, at Pittsburg, Jan. 26, at the age of 64 years, after a short illness.

Lyons, Kan.—The Lyons Flour Milling Co. has moved its office, located temporarily in the former Peoples State Bank Bldg., following the company's recent fire that destroyed most of the mill property, back to its office building, which has been repaired and redecorated.

Baxter Springs, Kan.—The Stauffer-Cammack Grain Co.'s elevator was visited by burglars during the night of Feb. 5, who got only some pennies for their pains. During the same night the company's office at Miami (Pleasanton p. o.) was entered also, the thieves getting nothing.

Winfield, Kan.—The Consolidated Flour Mills Co., headquarters Wichita, is replacing its local elevator, which burned Jan. 8 as previously reported, with a concrete, fireproof structure, contract for which has been let. A new 100,000-bu. storage unit will also be erected, giving the plant a total storage capacity of 450,000 bus. June 1 is the date set for the completion of the work.

Stratton Grain Company

ST. JOSEPH, MO.

Southwestern Wheat and Corn
Operating Stratton Elevator
2,000,000 Bus. Capacity

KANSAS ELEVATOR CO.

KANSAS CITY, MO.

Buyers and Sellers of Milling Wheat
and Coarse Grains

750,000 Bus. Storage at Topeka, Kans.
Phone or Wire

Meriden, Kan.—Ned Stanton, who has been manager of the Farmers Union Elvtr. Co.'s elevator for many years, on Feb. 1 was succeeded by H. E. Anderson, a farmer. Mr. Stanton's record at the elevator has been a good one, and he has also been alderman for several terms.

Copeland, Kan.—O. H. Hatfield, a member of the board of directors of the Equity Exchange Co., is now in charge of the company's elevator. A settlement has been made with the bonding company on the bond of Al Swanson, former manager, who killed himself last summer, as previously reported.

Topeka, Kan.—Arthur Henry Bennett, retired head of the Bennett Commission Co., president of the Kansas Grain Dealers Ass'n for several years, at one time a director of the National Grain & Feed Dealers Ass'n, died Jan. 26 at his home in this city, death being very unexpected. Mr. Bennett came to this city from Atchison in 1898, where he was in charge of the mill trade of the Greenleaf-Baker Grain Co., to take a position with the Capitol Elvtr. Co. Shortly afterward he became a partner in the ownership of the Capitol Elvtr., and later established the Bennett Commission Co. He was a member and for several years sec'y of the Kansas chapter of the Sons of the American Revolution, and was the organizer and for several years governor of the Kansas chapter of the Society of Mayflower Descendants. His widow and two sons survive him.

KENTUCKY

Frankfort, Ky.—This city has been prevented from imposing a city license tax on common and contract carrier trucks entering the city to pick up merchandise by an injunction issued by the Franklin County circuit court, which held the ordinances unconstitutional. Many Kentucky cities have adopted such ordinances to raise taxes, and if the decision of the lower court is upheld by the State Supreme Court, many municipalities will be affected.

MARYLAND

BALTIMORE LETTER

The Guilford Grain & Feed Co. has removed its office and warehouse to 336 Guilford Ave., this city.—R. C. N.

Memorial services for the late Robert Lee Butler, for 35 years office manager for Lederer Bros., grain commission merchants, of this market, were held Feb. 12. Mr. Butler died Feb. 11, 1932.—R. C. N.

George F. Obrecht, an old established company, has been incorporated; capital stock, 1,000 shares common, no par value; incorporators: George F. Sr.; George F., Jr., and William F. Obrecht; to deal in grain, feed and hay.

A delegation of 400 merchants of Baltimore appeared before the Maryland Legislature at Annapolis, Feb. 15, to urge that a tax of \$150 be levied on each store operated by the larger chain store companies in this city.—R. C. N.

Wm. M. Smith, federal grain supervisor at Philadelphia, and son of the late J. Hume Smith, formerly at the head of one of the largest grain export houses in Baltimore, is seriously ill at the Presbyterian Hospital, Philadelphia.—R. C. N.

Mrs. Emma L. Wells, widow of the late Richard C. Wells, for 50 years proprietor of the largest feed and hay distributing concern in Baltimore, R. C. Wells & Co., died at her home Feb. 13. Since the death of her husband, Mrs. Wells has continued the business at the old location in co-operation with some of the older employes of the firm.—R. C. N.

The elevation of Eugene H. Beer to the presidency of the Chamber of Commerce has created a number of changes in com'ite assignments of the organization. Eugene Blackford succeeds Mr. Beer on the traffic com'ite, and J. A. Manger takes Mr. Beer's place on the weighing com'ite. Ferdinand A. Meyer becomes a member of the arbitration com'ite, vice Blanchard Randall, Jr., elected to the board of directors.—R. C. N.

MICHIGAN

Milford, Mich.—Alfred Legge recently installed a Sidney Kwik-Mix Feed Mixer.

Sandusky, Mich.—Windstorm slightly damaged the roof on the plant of the Michigan Bean Co. Jan. 19.

Otsego, Mich.—Windstorm slightly damaged the elevator plant of William Drew Co. recently.

Conklin, Mich.—C. H. Runciman sustained slight windstorm damage to his elevator property on Jan. 19.

Woodland, Mich.—The Woodland Farm Bureau Exchange sustained slight windstorm damage to its property recently.

Birch Run, Mich.—Windstorm slightly damaged the property of Charles Wolohan, Inc., recently, which operates an elevator.

Shiloh, Mich.—The Shiloh elevator, purchased some time ago by Mr. Schlosser, of near Portland, is being wrecked by the present owners to whom Mr. Schlosser sold it.

Cannonsburg, Mich.—The equipment of the new bean and grain elevator of Francis J. Byrne includes cleaner and conveyor equipment purchased from the Crippen Mfg. Co.

Three Rivers, Mich.—Mail addressed to C. P. Bacon is returned by the postoffice department marked "Unclaimed," altho Mr. Bacon was recently reported to have taken over the Howardsville Mill.

Galesburg, Mich.—Burglars obtained \$45 at the Zinn & Austin Feed Mill Sunday night, Feb. 5, gaining entrance thru a rear door. They knocked the dial off the safe and ransacked the drawers, wearing gloves so as to leave no fingerprints.

Detroit, Mich.—A meeting of the creditors of the defunct Frank T. Caughey Co. will be held Feb. 28, at 9:30 a. m., in the court room of Judge Allan Campbell, to consider the report of W. P. Emery, receiver for the company, on disposition of assets.

Vicksburg, Mich.—Lowe Bros. elevator was entered by thieves during the night of Feb. 14, who broke open the safe and stole \$466. Four men were later arrested, charged with the theft, and are in jail awaiting arraignment. It is believed these men are responsible for a number of robberies committed recently in this county.

Shepherd, Mich.—The Shepherd Elvtr. Co., dealer in grain and beans, which has operated two plants here since 1915, has sold them, one to the C. H. Estee Elvtr. Co. and the other to the Shepherd Grain & Bean Co. Possession is to be given about the middle of March. It is expected that the equipment will be consolidated with the present equipment of the new owners and that the buildings will be used for additional storage space.

MINNESOTA

Duluth, Minn.—Geo. P. Harbison now is sole owner of the firm, Harbison Grain Co.

Rowena, Minn.—The Rowena Farmers Elvtr. Co. has renewed its articles of incorporation for 30 years.

Cambridge, Minn.—The Cambridge Mill & Feed Co. recently installed a pneumatic attrition mill.

Boyd, Minn.—The elevator of the Eagle Roller Mill Co. is reported as having been slightly damaged by fire on Feb. 9.

Glencoe, Minn.—Frank J. Hosch is the new manager of the elevator of the Farmers & Merchants Milling Co., succeeding A. Green.

Hamel, Minn.—Harry Manthey has entirely remodeled the Hamel Feed Mill, installed new machinery and equipment and is branching out on a larger scale.

St. Paul, Minn.—A bill, S. 395, by Bridgeman, has been introduced to reduce the length and weight of trucks. S. 309, by Naplin, would tax chain stores \$1 to \$200.

Franklin, Minn.—E. B. L. Eckberg has purchased the mill here, formerly known as the Citizens Milling Co., and put C. P. Sather in active charge of the business.

New Ulm, Minn.—The New Ulm Roller Mills Co. has installed a Worthington Diesel Engine, as also did the municipality of Kenyon, Minn.—M. D. Bell, consulting engineer.

Pine City, Minn.—The management of the Pine City Mill & Elvtr. Co. has been taken over by W. C. Stephan, who will also continue as representative of the Strong-Scott Mfg. Co.

Morristown, Minn.—The Big Diamond Flour Mill and elevator and several smaller structures burned Feb. 6; loss, \$100,000. The Commander-Larabee Corp. was the owner. The capacity of the mill was 1,200 barrels.

Luverne, Minn.—Regarding the date of the Tri-State Country Grain Shippers convention, our convention date has been postponed indefinitely. It may be we will have a meeting some time during the summer—E. H. Moreland, sec'y.

Hanley Falls, Minn.—The burglars who broke into the office of the Farmers Elvtr. Co. during the night of Jan. 2 were not well rewarded for their hard work, as all they got was \$2 in change, two checks and some elevator stock certificates.

Russell, Minn.—The Farmers Independent Elvtr. Co. is again buying grain after having made arrangements with the Cargill Grain Co. of Minneapolis. As reported previously, the Farmers Co. suspended buying grain because of credit difficulties.

Ortonville, Minn.—The Bagley Elvtr. Co., of Minneapolis, has an elevator situated on the shore of Big Stone Lake. Recently an airplane alighted on the ice not far away, then taxied to a stop near the elevator, so near, in fact, that the driveway was slightly damaged by one of the plane's wings.

Carver, Minn.—The American Barley Co.'s mill burned Feb. 9; partly insured. The mill had been idle for two years but arrangements were being made to re-open it and manufacture a breakfast cereal. Built originally, 40 years ago, as a flour mill, it had been changed into a barley mill 20 years later.

Duluth, Minn.—We are indebted to Sec'y Charles F. MacDonald, of the Duluth Board of Trade, for the annual report of the board for the year ending Dec. 31, 1932, which contains the usual information of value to grain dealers regarding list of members of the board and officers and directors, closing prices of grain for each day of the year, receipts and shipments of grain at Duluth, list of elevators and their capacities, etc.

MINNEAPOLIS LETTER

It is reported that the Smith Mill & Elvtr., known as Diamond Elvtr. No. 2, closed indefinitely.

The Marfield Grain Co. and its elevator have been taken over by the Gregory-Jennison Co. and the former name discontinued.

V. Champlain is now general superintendent of all Archer-Daniels-Midland elevators, with offices in the Roanoke Bldg. This company's elevator superintendents hold weekly meetings on safety.

John R. and Howard I. McMillan, of the Osborne-McMillan Elvtr. Co., have the sympathy of the trade in the death of their mother, Mrs. J. D. McMillan, which occurred earlier this month.

G. F. McCabe, of McCabe Bros., grain commission merchants, died Feb. 14, at the age of 70 years. His two sons will continue the business. Offices are maintained at Duluth, with headquarters in this city.

L. C. Newsome has organized the Newsome Commission Co., with offices in the Corn Exchange Bldg., to do a jobbing business in mill-feeds. Edwin H. Hein will be associated with him. Mr. Newsome recently disposed of his interests in the Newsome Feed & Grain Co., of Pittsburgh, and its affiliated companies.

**Specialists in Ventilating Grain Elevator
Legs and Grain Storage Bins**

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BUILDING PRODUCTS BUILDING PRODUCTS
PITTSBURGH, PA.

District offices in Chicago, St. Louis, Minneapolis and other large Cities
ROBERTSON PROTECTED METAL ROOFING AND SIDING IS STRONG AND CORROSION-PROOF

The Miss Minneapolis Mill of the Commander-Larabee Corp. has installed four diesel engines. —M. D. Bell, consulting engineer.

G. F. Sunwall, of the Hoover Grain Co., of this city, after an illness of several weeks died Feb. 12, at the age of 80 years. Mr. Sunwall's association with the grain trade here covers a half century; he was a charter member of the Chamber of Commerce, and was an active member up to his last illness. He is survived by his widow, three sons and four daughters.

The Northwestern Consolidated Milling Division of the Standard Milling Co. has sold its leases in the St. Anthony Falls waterpower and is electrifying its two active units remaining from its former six units, three mills having been razed in recent years. Electric power to drive about 3,200 h.p. (which may be enlarged later to 4,300 h.p.) is being installed, the work to be completed about Mar. 15 by Lockwood & Green, who have the contract.

MISSOURI

Urich, Mo.—On Jan. 30 the Farmers Elvtr. & Milling Co. sustained slight damage to its electrical equipment.

St. Louis, Mo.—Applicants for membership in the Merchants Exchange include Harry H. Whiting, pres. Pillsbury Flour Mills Co., Minneapolis.

St. Louis, Mo.—Frank B. Waddock is wheat buyer on the Merchants Exchange for the Sparks Milling Co., of Alton, Ill. He was formerly with the Seele Bros. Grain Co., of this city.

Malden, Mo.—On Feb. 9 the plant of the Sikes-McMullin Grain Co., operated by Starrett & Peck Grain Co., was damaged by fire of unknown cause. Loss, \$5,700; covered by insurance.

Butler, Mo.—The Arnold Feed Stores have installed in their plant on West Dakota St. a new corn chop grader, which will greatly facilitate the grinding of chick feeds, making four different grades.

St. Joseph, Mo.—The Iowa Feed Corp. has entered suit against the Famo Feed Milling Co. for \$1,280, charging that the defendant agreed to purchase a quantity of linseed meal from it and that it held eight tons of the meal while waiting a shipping order from the defendant. The order never came and while the meal was held its value decreased the amount asked in the suit, it is claimed.

Kansas City, Mo.—E. L. Britton, reported in the Journals last number as having purchased the equipment of the grain sampling department of the Kansas City Board of Trade and operating it independently, has given up the department to again become connected with the Kansas state grain inspection department, and James Russell, official sampler for the Board of Trade for many years, will operate the sampling department as a private institution to serve local grain and feed interests and mills.

Jefferson City, Mo.—The grain inspection department, the oil inspection department and the blue sky bureau would be consolidated with the public service commission, according to a measure introduced in the state senate on Feb. 7 by Senator Buford. This bill would abolish the public service commission and re-create it with a commission of three members, the salaries to be \$7,500 for the chairman and \$6,500 for associate members. The passage of this bill would put the new Democratic administration in complete control of the public service commission and the grain and oil inspection departments by midsummer, assuming it is not passed with an emergency clause.

Kansas City, Mo.—On petition of the Alton Railroad, one of its creditors, the Kansas Co-op. Wheat Marketing Ass'n and its subsidiaries have been thrown into receivership. The subsidiaries are the Kansas Wheat Pool Co-op. Elvtr. Ass'n and the Southwest Co-op. Wheat Growers Ass'n. The receivership was asked on the basis of rentals due the railroad for the 1,000,000-bu. Kansas elevator operated here by the ass'n. T. B. Dunn, of Salina, was named receiver. Officials are quoted as saying that the receivership will enable the ass'n to conserve assets and will clear the way for completing its sale to the Farmers National Grain Corp. The Southwest Co-op. Wheat Growers Ass'n has been suspended from membership in the Board of Trade on account of the receivership.

Huntsville, Mo.—Mail addressed to the Huntsville Elvtr. Co. is returned marked "Out of Business."

NEBRASKA

Lincoln, Neb.—A bill, H. 182, by Anderson, would limit the hours of drivers of commercial trucks to 10 out of 24.

Elyria, Neb.—Clarence Bresley has leased the mill here and with his son Calvin is operating it. He is specializing in ground grain and is preparing to sell it in small packages in the stores. He is also making flour.

Omaha, Neb.—Robert Scouler has been appointed manager of the Scouler-Bishop Grain Co.'s local office, being transferred from Kansas City. Mr. Scouler and Miss Gale Murray, of Kansas City, were married recently.

Mynard, Neb.—Herman Meissinger, farmer, has been appointed manager of A. B. Wilson's elevator, succeeding William F. Gillispie, who retired recently because of ill health. Mr. Gillispie has been in the grain business for 40 years, 10 of which he has been with Mr. Wilson.

Lexington, Neb.—The Lexington Mill & Elvtr. Co.'s storage elevator, about 300 feet from its big mill, burned during the night of Feb. 6; loss, \$10,000; only a small amount of barley and oats was in the bins, but machinery and merchandise stored in the elevator added to the loss.

Franklin, Neb.—The safe in the Thomas Grain Co.'s office was opened by thieves, during the night of Feb. 1, who used a sledge hammer and a chisel to knock off the combination and then used nitro-glycerine, but all they found for their trouble was records and papers. Entrance to the building was gained thru a window.

Wilcox, Neb.—The Van Cleve Grain Co., operating an elevator here, has bot out the Wilcox and Ragan interests of the Beadle Grain Co. Mr. Van Cleve will not keep both local elevators open and for the present will use the east one for storage purposes only. Mr. Deming, who has been manager for Mr. Beadle, will return to Colorado.

Lincoln, Neb.—Ed Leet, a well known grain dealer and for many years a resident of this city, died at Hebron, Feb. 13. Before coming to this city he was engaged in the grain business at Tobias and at Fairbury. In 1907 he joined J. B. Wright in the Wright-Leet Grain Co. His widow and a married daughter survive him. Burial was at Lincoln.—John M. Paul.

Potter, Neb.—A feed mill is under construction here for William Hagemeister just north of his elevator, the business to be entirely separate from that of the elevator and to be known as the Potter Feed Mill. Driveways, unloading platforms, etc., are included in the plans. The building will be 24x46 feet. The mill, which will be driven by electricity, is expected to be ready to operate by Apr. 1.

Nebraska grain dealers who are interested in a lower schedule of fees charged for inspecting scales would do well to request an early consideration of the Scale Inspection Fee Bills, S. F. 422 and 445, which are identical and will be considered as one. They have been printed and referred to the fees and salaries committee of the senate, chairman, Senator Pedersen. Other members of the committee are Senators Victor Anderson, Frush, Kunkel, Neubauer, Sanden and Welch.

Omaha, Neb., Feb. 14.—Senate File No. 37 is still resting in the judiciary committee of the Senate. It will require greater activity on the part of the dealers to secure a favorable report. This bill simply amends the present law to require all chattel mortgages to be filed in the county where the property is located. Also, it requires all holders of mortgages on grain to file written notice of such mortgage with all elevators and mills situated within 15 miles of the grain. The banks and many others do this now and we want all mortgage holders on grain to do it to assist us in keeping our records up-to-date. For all grain coming to us from beyond the 15-mile limit the dealers will have to rely on their own safeguard as at present. If you want this law, write your senators to that effect.—J. N. Campbell, sec'y Nebraska Grain Dealers Ass'n.

NEW ENGLAND

Boston, Mass.—A building permit has been issued to the Boston Wharf Co. for the expenditure of \$2,850 on its elevator.

Boston, Mass.—The feed brokerage business of Fred J. Volkmann, whose death was reported in the last number of the Journals, will be continued as the F. J. Volkmann Estate, with Otis Lapham as manager. Mr. Lapham is well known among feed men of New England.

Boston, Mass.—The annual election of the Boston Grain & Flour Exchange, held Feb. 7, resulted as follows: Pres., Paul T. Rothwell (re-elected); first vice-pres., Arthur F. Hopkins; second vice-pres., Carl J. B. Currie. Directors (for three years): Harry S. Leviston, Herbert L. Hammond, Robert S. Wallace and Harold E. Mellon, Mr. Leviston and Mr. Wallace being the new members of the board. The new directors have appointed Louis W. DePass sec'y and Frank W. Wise treas., both having held these positions since the organization of the exchange.

NEW YORK

Alexander, N. Y.—Eleven strips of roofing were blown off the full width of the building of the Wells-Birch Corp. on Jan. 19.

Manorkill (r. d. from Gilboa), N. Y.—Demarest & Sons, who operate a feed mill in Stamford, have just opened a feed store here.

Andes, N. Y.—The Armstrong Mill, one of the old landmarks of this place, and which for many years made feed and buckwheat flour, is being taken down by its present owner, Gordon Matthews.

Buffalo, N. Y.—The death occurred recently of William C. Farrington, at New Haven, Conn. He was the former pres. of the Great Northern Elvtr. Co., of this city, later known as the Mutual Elvtr. Mr. Farrington was also at one time vice-pres. of the Great Northern Steamship Co. here, leaving Buffalo to form a connection with the Southern Pacific Steamship Co., of California. He was with the Connecticut Statewide Traction Co. as special representative for the last 12 years.

Waverly, N. Y.—M. O. Wilson, vice-pres., and D. O. Wilson, treas., of the Tioga Empire Feeds Mills, of this place, will sever their connections with the company in March, it is reported, to take up new business operations in Binghamton. The two brothers have been with the Tioga Co. since 1926, when the company was formed by a merger of the Empire Grain & Elvtr. Co. and the Tioga Mill & Elvtr. Co. Their interests have been taken over by A. C. Palmer, pres. of the company, likewise the interest of a third brother, Thomas A. Wilson.

NEW YORK CITY LETTER

George R. Fairbanks, for 30 years a member of the Produce Exchange and who was engaged in the export business, died on Feb. 8 from heart trouble, at the age of 63 years.

Frank A. Scudder, formerly junior partner in the firm of Connor & Scudder, dissolved, has entered business for himself under the name of Frank A. Scudder Co., to transact a jobbing and brokerage business in all kinds of feedstuffs and grain.

Vincent J. Douglass, assistant statistician of the Produce Exchange and who had been in its employ for 33 years, died from a heart attack following an illness of several weeks with influenza, on Feb. 10. Mr. Douglass, who was 47 years of age, was well liked by members of the exchange.

Joseph W. Hatch, a member of the Produce Exchange since 1891, died at his home in Scarsdale, Feb. 1, after an illness of several weeks, at the age of 73 years. Mr. Hatch entered the grain business at the age of 20, and was associated with S. V. Tripp & Co., who built the first grain elevator in this city in 1879.

NORTH DAKOTA

Sharon, N. D.—The Farmers Elvtr. Co. has installed a magnetic separator.

Burnstad, N. D.—The Logan Grain Co. has installed a 50-barrel flour mill in its plant here.

Sharon, N. D.—A magnetic separator has recently been installed in the feed mill at the Farmers Elvtr. Co.'s elevator.

A bill that would prohibit North Dakota farmers from raising wheat during 1933 has been introduced into the state legislature. It provides for the establishment of a "board of wheat control" authorized to purchase 100,000,000 bus. of wheat at not more than 50 cents per bu., the board to be empowered to borrow from the state-owned Bank of North Dakota an amount up to \$10,000,000.

Stiles (Lidgerwood p. o.), N. D.—Trial began in Federal Court in an action brot by the Van-Dusen-Harrington Co., of St. Paul, against the Farmers Elvtr. & Fuel Co. and its directors, of this place, resulting from an alleged breach of contract in connection with the purchasing of grain by the defendant. About \$10,000 is involved. The plaintiff alleges that it had a contract with the defendant, signed by all of its directors as guarantors whereby the plaintiff would furnish money with which the defendant was to purchase grain, the grain to be shipped to the plaintiff. Gust Muehler, one of the directors of the elevator company, is the only one of the defendants who is contesting the action, his claim being that his signature as a guarantor was obtained fraudulently.

OHIO

Sedalia, O.—The elevator room of the Sedalia Grain & Lbr. Co. was damaged by wind Jan. 22.

Lima, O.—The Riverside Mills burned at 1:30 a. m., Feb. 10; loss, \$5,000, including hundreds of sacks of flour.

Archbold, O.—Fire of unknown origin slightly damaged the flour mill building of the Aungst Bros. Co. recently.

Monroeville, O.—Wind damaged the roofing and windows of the elevator of the Seaman-McLean Co. on Jan. 19.

Melvin, O.—O. W. Linkhart & Son are constructing a new elevator here and the Sidney Grain Mchy. Co. has the contract.

Rome, O.—The feed mill owned and formerly operated by B. W. Castle, which was damaged by the wind at the time of the Lorain cyclone, is being razed.

Pleasant Hill, O.—Contract for the machinery for the new elevator which the Farmers Exchange is erecting has been given to the Sidney Grain Mchy. Co.

Upper Sandusky, O.—The McNutt Bros. sustained a small fire damage on Dec. 27; the origin of the fire is reported as having been in a mouse's nest built in a motor.

Medina, O.—R. O. Bowman, who operates a feed milling plant, is now equipped to prepare all kinds of cracked corn with his motor driven Duplex corn cracker and grader.

Wapakoneta, O.—Eugene A. Hauss, retired grain elevator owner and first vice-pres. of the First National Bank here, was killed instantly, on Feb. 3, when he accidentally shot himself at his farm home, the bullet penetrating his heart. He was 55 years of age.

Clarksville, O.—O. G. Davis, who has been manager of the Clarksville Farmers Exchange Co.'s elevator for about six months past, has resigned and returned to Brookville, and Mrs. Myrtle Windross, sec'y of the company, was put in charge of the business until the directors appoint a manager.

Van Wert, O.—Ira Gilliland, of the Johnson & Gilliland Grain Co. (Mr. Johnson having died about a year ago), elevator operators, and Clyde P. Richey, of the Richey Hay & Grain Co., have formed a partnership to be known as Gilliland & Richey, with offices at the grain elevator on Bonnewitz Av.

Cleveland, O.—The I. Sheinbart Milling Co.'s warehouse was severely damaged by fire during the night of Feb. 10, being practically destroyed; loss, \$15,000. Seven trucks owned by the company and two box cars on a railroad switch were also destroyed. The Sheinbart Co., which is one of the large flour distributors of this city, will conduct its business in another location until the warehouse can be rebuilt.

Granville, O.—The plant of the Granville Feed & Supply Co., owned and operated by H. E. Sutton, burned Feb. 8, at 7 a. m.; loss, \$10,000; partly insured; cause, probably short circuit in office wiring. A carload of feed, valued at \$500, unloaded only the night before the fire, was totally destroyed. The mill was completely equipped for the manufacture of stock feeds. All the machinery and a considerable quantity of grain ready for milling were included in the loss. The plant will be rebuilt.

OKLAHOMA

Dodge, Okla.—W. W. Jarnagin is reported to have traded his 20,000-bu. elevator and 50-bbl. mill, operated as the Dodge Mill & Elvtr. Co., to T. Y. Crumley, of Springfield, Colo., for 320 acres of land near Springfield. Mr. Crumley will operate the elevator and mill.

Muskogee, Okla.—The Muskogee Mill & Elvtr. Co., whose elevator burned Jan. 9, as reported previously, was issued a building permit on Feb. 1 for \$10,000 to build a brick engine room, shelter and crib room and rebuild mills.

Tillman (Grandfield p. o.), Okla.—Pete Cope and Ira Neal, of the elevator here, have let the contract for the graveling of a mile of road connecting two other roads nearby and which will give the elevator patrons better traveling.

Yukon, Okla.—The big water cooling and filtering plant at the Yukon Mill & Elvtr. Co.'s plant suffered damage amounting to thousands of dollars during the recent intense cold weather, which froze the spraying water at the top of the cooling system and the weight of the ice caused the pipes to give way, letting them down to the pit eight feet below. The mill is required to maintain the filtering system to soften the water for the big diesel engines that operate the mill.

Oklahoma City, Okla.—House Bill No. 294, by T. J. Hogg, representative from Leedey, Okla., comprises the principal features of the anti-discrimination bill passed in 1931 with some changes. The purpose of the bill apparently is to suppress or stifle competition, and is intended to cover without exception virtually every class of business in the state. Communicate at once with your senator and representative, giving them your views on such vicious legislation.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

PACIFIC NORTHWEST

Menan, Ida.—Stock of the Great Basin Grain Co. stored at this location was damaged by fire of unknown cause on Feb. 6.

Everett, Wash.—E. O. Daley has installed milling equipment to make breakfast cereals and whole grain flour. The plant is located on Hewitt Ave. and started operation Feb. 2.

Bellingham, Wash.—The hay warehouse of the Farley Feed Co. was almost entirely destroyed by fire at 4 o'clock Sunday morning, Jan. 29; loss about \$1,000. The warehouse contained about 100 tons of hay and alfalfa.

Phil Benedict, manager of Kerr Gifford & Co.'s Seattle office, whose death was reported recently, was one of a group which organized the Seattle Grain Exchange in 1926. Transferred later to Portland, he organized and was the first president of the Portland Grain Exchange. Returning to Seattle in 1931, he was elected a trustee of the Exchange.

Olympia, Wash.—State legislation affecting grain and feed men includes the following bills: House Bill 149, the old Feed Laboratory Bill, described in the last number of the Journals. A hearing was held on Feb. 1 and some changes suggested by com'ite members. Sec'y Oles, of the Washington Feed Dealers Ass'n, asked an amendment to change the definition of those concentrated feeds required to be sold in 100's if sold by the sack, which will probably be adopted. It is expected that the bill will pass with a few minor changes. Senate Bill 63, the Motor Vehicle Code, also mentioned in the last number of the Journals, would make delivery by truck outside five-mile limit from incorporated cities subject to taxation on ton mile basis, each truck being required to deposit \$50 with the State to guarantee payment of mileage taxes. An amendment has been presented by the Feed Dealers Ass'n to extend the five-mile limit on deliveries and is under consideration. Another amendment to include all users of highways is being considered, co-operatives being exempted under the bill. Senate Bill 153 is an amendment to the present Commission Merchants Act and provides that any one is a commission merchant subject to a reduced license and under a reduced bond, who "buys any agricultural product from the producer for the purpose of re-sale." An itinerant merchant selling grains, hay, straw, fruit, produce or other agricultural commodity by truck would have to be registered, pay a fee and post a bond to guarantee his integrity. Senate Bill 10, known in the house as House Bill 11, will soon be up for final passage in both house and senate. It provides for a tax on chain stores, running from \$12 for the first store up to \$1,000 per store per year when there are more than 20 stores. The figure is not high up to 10 stores, not being over \$60 per store per year. The Feed Dealers Ass'n is making an effort to have the bill confined to retail stores, excluding wholesale. Co-operatives are excluded. The bill is expected to pass.

Seattle, Wash.—H. D. Gee has been elected a member of the board of trustees of the Grain Exchange, succeeding the late Phil Benedict. Mr. Gee has been in the grain business for over 40 years, having at one time been a partner in Randall, Gee & Mitchell, headquarters Duluth, Minn. He was one of the organizers of the Grain Commission Merchants Ass'n of Minneapolis and Duluth. On account of his health, he came west to Seattle in 1922.

Portland, Ore.—Preston W. Smith, vice-pres. of Kerr, Gifford & Co. was elected pres. of the Portland Grain Exchange, at the annual meeting of the stockholders, succeeds A. M. Scott. Other officers chosen were Floyd S. Roberts, vice-pres.; C. M. Wendell, sec'y, and W. A. Kearns, treas. The entire board of directors was re-elected by a unanimous vote: Paul G. Ostroot, A. M. Chrystall, J. H. Noyes, D. J. Collins and A. M. Scott. Annual reports of both sec'y and treas. were read and approved. Economy measures that have been in force for the past six months were voted to be continued.—F. K. H.

PENNSYLVANIA

Florin, Pa.—P. E. Wolgemuth has purchased a Sidney Midget Corn Sheller.

Tunkhannock, Pa.—B. M. Squiers & Son have just installed one-ton Sidney Kwik-Mix Feed Mixer.

Sandy Lake, Pa.—The roof and top of dust collector owned by G. A. Freyermuth & Son were slightly damaged by wind on Jan. 22.

Philadelphia, Pa.—The new officers and directors of the Commercial Exchange, elected at the annual meeting Jan. 31, are as follows: Pres., Louis G. Graff (for the fourth consecutive term); vice-pres., Philip R. Markley; treas., Walter K. Woolman. Directors: Alfred J. Ball, A. B. Collier, E. D. Hilleary, L. R. Holmes, Albert L. Hood and S. Gartland Horan.

SOUTH DAKOTA

Lake Preston, S. D.—The office of the Co-op. Elvtr. Co. was entered by thieves Saturday night, Jan. 21, who secured a small amount of money and a number of checks and valuable papers. Four days later all but two or three of the checks and most of the other papers were found in an empty freight car.

Agar, S. D.—The George P. Sexauer & Son's elevator suffered slight exposure damage to its buildings in the fire that destroyed the Atlas Elvtr. Co.'s elevator on Jan. 21, previously reported. The fire was reported as caused by a heated bearing in the Atlas Elvtr., which was one of the first elevators built in Sully County, being erected in 1910, the year the railroad was run thru this section of the state. About 18,000 bus. of wheat and barley in the Atlas Elvtr. at the time of the fire was damaged by fire and smoke, altho not destroyed, making it unfit for milling purposes.

SOUTHEAST

Swoope, Va.—M. M. Sproul, pres. of the Swoope Milling Co., feed manufacturers, died from pneumonia, on Jan. 12, which followed in the wake of influenza. Mr. Sproul was a promising young man and was well known in this section.

TENNESSEE

Columbia, Tenn.—W. N. Butler & Co., who were engaged in the manufacture of feeds and cornmeal until last August, when a 64-barrel flour unit was added, has just installed a second flour unit, which triples the capacity. The company has also purchased a 90-h.p. diesel engine, which will be used to generate the power and lights for the plant.

TEXAS

Amarillo, Tex.—The concrete elevator and tanks of the Burrus Panhandle Elvtrs. were damaged by windstorm on Jan. 24.

Dallas, Tex.—Dallas County Grain & Cotton Co., incorporated; capital stock, \$16,000; incorporators: Maury Hughes, T. F. Monroe and R. P. Ballows.

Burkburnett, Tex.—Boyd Bros. have leased the ground floor of the Elks Bldg. and will establish a general merchandise business, also an up-to-date feed mill will be operated.

Sanger, Tex.—John H. Hall, associated with the Sanger Mill & Elevator Co., died Jan. 24. He came to this country from Sheffield, England, at the age of four years. His widow and two daughters survive him.

Seminole, Tex.—Ralph Prindle is operating the feed mill formerly owned by W. S. Daniell, having moved it to a building on the south side of the square. He expects to install a corn sheller at an early date.

Ennis, Tex.—The City Mill, owned by R. L. Sparkman and C. P. Clark, burned Jan. 25; loss, \$15,000; insurance, \$10,500 on building, machinery and stock; the building was filled with grain, feed, bran and flour. The machinery, including four large grinders, was a total loss.

Timpson, Tex.—A new wholesale house was opened here early in February, in the Wade Bldg., by the Texas Farm Products Co., of Nacogdoches, and is under the management of A. J. Wigley. The firm will handle all kinds of dairy feeds, feedstuffs, flour, salt and poultry. It has about 50 different feed products in stock.

WISCONSIN

Forest Junction, Wis.—Krueger Bros. have installed a magnetic separator.

Black River Falls, Wis.—Remodeling of its plant and installation of new machinery is contemplated by the Charter Oak Milling Co.

Milwaukee, Wis.—One hundred Milwaukee Bldg. & Loan Ass'n stocks have been admitted to trading on the Milwaukee Grain & Stock Exchange.

Waukesha, Wis.—The Waukesha Grain & Produce Co. has filed a voluntary petition in bankruptcy, listing liabilities at \$20,260 and assets at \$11,816.

Arland (Clayton p. o.), Wis.—The feed mill here, owned by Theodore Hanson, of Poskin, burned early in the morning of Jan. 29, together with a quantity of feed; the loss is partly covered by insurance.

Milwaukee, Wis.—The flu is still making inroads on the health of the exchange members. Harry M. Stratton, of Donahue-Stratton Co., and Matt Kleser, of W. M. Bell Co., are confined to their homes, and J. V. Lauer, of J. V. Lauer & Co., and Ed S. Terry, of Donahue-Stratton Co., are back on 'change after a siege of illness.

Milwaukee, Wis.—Milwaukee commission firms are sending out their daily market circulars under a new plan that is working out very satisfactorily for all concerned. The circulars go out under a postal permit, each firm sending its mail to the sec'y's office where it is assembled and sorted to conform to the postal regulations, and from there it is delivered to the post office at certain hours every day. By centralizing the service the circulars are given the most favorable handling at the post office for making the proper trains.

Wallace on Inflation

H. A. Wallace, of Des Moines, Ia., who has been mentioned as the next secretary of agriculture, in an address before the Illinois Agricultural Ass'n at Peoria, Ill., Jan. 27, suggested devaluation of the dollar.

In addition to devaluing the dollar as a means of starting reflation Wallace said that another method to bring deflation would be not to balance the budget.

When the budget is not balanced and bonds are issued to make up the difference, the time comes when the nation naturally and gradually floats off the gold standard. He said:

There are many ways of issuing paper money to raise prices. Paper money can be put in the form of bonds of small denominations and money size for the purpose of building public works. The public works should be self-liquidating so that eventually the bonds can be retired.

The advantage of issuing paper money or bonds for public works or for paying to the veterans is that a certain amount of business activities immediately starts. Started on the right projects, the effect of issuing paper money or bonds could easily be more immediately effective than any other method of inflation.

The chief objection is the popular prejudice against irredeemable paper money and the fear that the government will not know when to quit issuing it.

Supply Trade

Milwaukee, Wis.—Edward P. Connell, connected with the Falk Corp. continuously since 1913, has been appointed a vice-president of the corporation. In 1924 Mr. Connell was made comptroller, which office he will retain in connection with his new appointment.

Advertisers who neglect to include their street address in their advertising not only impose a constantly increasing burden on the post office but seriously interfere with the prompt dispatch of mail. To insure prompt delivery of mail include the street address in every advertisement.

Schenectady, N. Y.—An outstanding feature of the developmental work during the year 1932 was the exceptional emphasis placed on the improvement of equipment for the modernization of industrial plants in line with the program of the National Committee on Industrial Rehabilitation. The apparatus designed for this purpose included not only new types of motors but also ingenious control devices. The nature and extent of these recent improvements in electrical industrial equipment are such that those industries that have modernized their plants will possess definite advantages of commercial value in future competitive markets.—John Liston, General Electric Co.

Designed to provide a wealth of information on rubber goods for industrial uses in convenient form, understandable alike to the engineer, purchasing agent and other plant executives, as well as any general purchaser. The Diamond Rubber Co., Inc., Akron, O., has just issued its new "Buyer's Guide to Mechanical Rubber Goods." It contains 24 pages, packed full of illustrations and data, easy to read and understand, on many of the most widely used mechanical rubber products. It also lists standard stock sizes and list prices. Among the most important sections are "Facts About Rubber Belts," describing construction, function and applications together with a data table making it easy to figure the type and size belt needed under given conditions. Elevator belting is similarly treated, with illustrated data making the subject easily understandable. Conveyor belting and its many uses with recommendations on applications is described in two pages, with two additional pages containing data in table and other condensed form. Copies of the "Buyer's Guide to Mechanical Rubber Goods" may be obtained on request to the manufacturer.

American industry has lost and is losing large sums of money annually due to the lack of a practical and complete collection of costs and data, based on experience and good engineering, which could be used as a guide for the selection, installation and operation of power transmission equipment. The American Leather Belting Ass'n has sponsored the compiling and writing of a complete series of practical engineering reports covering the subject of mechanical power transmission from motor drive to industry. These reports are now ready to be offered for subscription and study. Most of this material is entirely new. It is not based on academic speculation but upon actual experience in industry. Presented as 50 weekly reports . . . one report being mailed each week for one year. Designed for busy men in language that will be understood by any millwright or practical shop man. No report will require more than 15 to 20 minutes to read . . . many of them can be read in 5 minutes. Readers of the Journal can secure more detailed information relative to these reports by writing J. L. Nelson, American Leather Belting Ass'n, 41 Park Row, New York City.

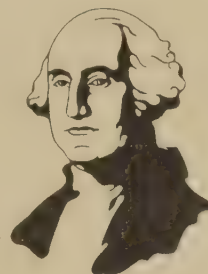
Annual Statement Tri-State Mutual

An annual increase in the amount of insurance in force and the admitted assets has been shown since 1921 by the Tri-State Grain Dealers Mutual Fire Ins. Co., E. H. Moreland, sec'y, Luverne, Minn.

Since its organization in 1903 the company has never missed a dividend. In this time the company has returned \$735,209.34 in dividends and paid \$684,841.56 in losses.

Insurance in force amounts to \$22,827,765. Nearly all of the \$261,912 gross assets consists of approved bonds.

The losses in process of adjustment, reserve for taxes, for unearned premiums, and reinsurance premiums payable aggregate liabilities of \$5,615.87.



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O. W. RANDOLPH CO.
TOLEDO, OHIO, U. S. A.

Field Seeds

Davenport, Ia.—Fire damaged the stock of the Davenport Seed Co. on Feb. 8.

Richmond, Va.—J. Stuart Agnew has been elected pres. of Virginia Seed Service.

Taft, Tex.—The Eastern Seed Co. has moved its stock of seeds into a new building, where Cunningham Bros. have charge of sales.

Dawson, Ga.—The Dawson Seed Store has opened for business under the management of E. C. Paschal, occupying a portion of the first floor of the Dean Building.

Red Springs, N. C.—The Tri-County Service Seed Growers Ass'n is renting a warehouse and hiring a manager here to take care of handling certified seed it has for sale.

Dothan, Ala.—Tax Collector S. A. Mullins, Houston County, and five sons, pleaded guilty in the district court to charges of violation of the Federal Seed Loan Act and were sentenced on Feb. 9.

Greenville, O.—Mark Wagner was awarded permanent possession of the Hundred Bushel Corn Club Trophy for an exhibit of 80 perfect ears of Clarage corn at the state corn and grain show, announces the Ohio Seed Improvement Ass'n.

Brownstown, Ind.—A weed and seed school was held here Feb. 7 under the auspices of the Purdue University. Use of clean seed was advocated as a fundamental in weed control, and those in attendance were urged to buy pure seeds from reliable seed dealers.

Superior, Neb.—The Bowman Seed Co. was robbed recently of 52 bags of alfalfa seed. Thru prompt notice given the trade seedsmen at Davenport, Ia., to whom the stolen seed was offered, gave information that resulted in its recovery and the jailing of the thief.

Spokane, Wash.—Nearly three times as many northwest farmers, truck gardeners and others will seek crop production loans in 1933 as sought them last year, according to J. L. Thayer, state inspector. Last year 5,037 loans were granted, with the prospect the number will be increased to 15,000 this year. About \$3,000,000 will be required.—F. K. H.

Charleston, S. C.—W. H. Mixson, who formed the present W. H. Mixson Seed Co. 20 years ago, died Feb. 2, aged 72 years, after a brief illness. He is survived by a daughter, W. H. Mixson, Jr., pres. of the Southern Fruit Co.; L. H. Mixson, pres. of the Southern Seedsmen's Ass'n, and Ashley Mixson. Mr. Mixson was pres. of the Charleston Warehouse & Forwarding Co.

Directory

Grass and Field Seed Dealers

CONCORDIA, KANS.

The Bowman Seed Co., wholesale field seeds.

COUNCIL BLUFFS, IOWA

Council Bluffs Seed Co., seed corn.

CRAWFORDSVILLE, IND.

Crabbs, Reynolds, Taylor Co., clover, timothy.

KANSAS CITY, MO.

Rudy-Patrick Seed Co., field seed merchants.

PHOENIX, ARIZ.

Capital Fuel & Feed Co., hay, alf., Berm., sor. seeds.

SEDGWICK, KAN.

Sedgwick Alfalfa Mills, field seed merchants.

WAMEGO, KAN.

Wamego Seed & Elev. Co., alfalfa & seed corn.

Shenandoah, Ia.—Henry Field is opening branch seed stores at Marshalltown, Mason City, and Waterloo, Ia. Earl E. May Seed & Nursery Co. has a new branch at Sioux City, under R. W. Kendall, and is opening its third retail store at Omaha, Neb.

Shenandoah, Ia.—Suit for \$10,500 has been filed in the district court at Clarinda against Earl E. May Seed & Nursery Co., by Mrs. Bartles. She alleges that she fell down a flight of stairs leading to the balcony of the defendant's radio station KMA studio.

Portland, Ore.—Discontinuance of the seed loan office at Spokane, Wash., compelling loans to be solicited thru the Minneapolis office, sent up such a wave of protest from farmers that Senator C. L. McNary is making strong efforts to replace it with a seed loan office here.

Ames, Ia.—Carl Holden of Williamsburg was awarded the Whiting trophy for the grand championship 10 ears of corn at the Iowa Corn & Small Grain Growers Ass'n show. H. R. Richards of Swan, won the McCulloch trophy for the grand championship bu.—A. T.

Boston, Mass.—Jas. M. Adie died Jan. 30, aged 48 years, in a hospital where he had gone for an operation not thought to be serious. He was a native of Scotland and for 20 years had been with the firm of Jos. Breck & Sons, where he was manager of the seed department. He is survived by the widow and son, Robert.

Walla Walla, Wash.—Application will be made by the railroads to the Interstate Commerce Commission to lop a third off the regular rates on one day's notice for hauling wheat needed for reseeding. The wheat will be handled by trucks if the regular rates stand, according to petitions filed with the railroads by the grain men.—F. K. H.

Spokane, Wash.—"The growing of commercial peas for splitting has yielded better than any other crop this year," said John J. Ehlinger, merchandise broker, who handled a large quantity of commercial peas earlier in the season. "Most of the crop was sold at harvest and stored in elevators in the growing districts. The peas are moved as purchasers call for them." "Prices obtained for commercial peas were fairly satisfactory and relatively better than for other farm crops," said John Anderson, pres. of the Inland Seed Co., growers and marketers of a large tonnage of peas. The prices for seed peas to be grown on contracts in 1933 has not been fixed, and growing contracts will not go out until after the first of next year." Another prominent seed merchant is C. C. Whealy, manager of the Spokane Seed Co., who has been named one of a com'te to establish prices on seed peas for 1933.—F. K. H.

Tests with double crossings of corn have shown increases in production of from 10 to 50%.

New Seed Trade Marks

Barteldes Seed Co., Lawrence, Kan., has applied for registration of the letters "T. N. T." as a trade mark, No. 328,345 for pop corn in its natural state.

Ed. F. Mangelsdorf & Bro., St. Louis, Mo., have applied for registration of the words "Selected Field Seed, St. Louis" with a large letter M as a trade mark, No. 332,537 for field and grain seeds.

Hubam Clover Increasing

The acreage of Hubam clover in Iowa is increasing annually and further increases are anticipated.

Unhulled Hubam seed may be sown in winter wheat in February at the rate of 25 lbs. per acre. Hulled and scarified seed may be sown 10 pounds to the acre about Mar. 15 to 31 without covering. A practice followed successfully at the Iowa Agricultural Experiment Station is to drill the seed in the wheat just deeply enough to cover as the first spring operation. Broadcasting in wheat and covering by rolling or harrowing about April 1 is also successfully practiced. Hubam is sown with oats or barley the same as red clover.

Hubam clover is in demand for those who desire to grow a green manure crop with small grain and fall plow in preparation for corn. Hubam furnishes a green manure and a cash crop the same year sown.

Seed Unsalable Under Illinois Law

In a report by Albert C. Wilson, chief seed analyst for the Illinois Department of Agriculture, the samples of seed taken by inspectors, along with those submitted thru other channels, are tabulated to show:

1928-29. Salable samples, 3,602. Unsalable, 650. Total purity, 4,261.
1929-30. Salable, 8,318. Unsalable, 1,178. Total purity, 9,496.
1930-31. Salable, 9,204. Unsalable, 1,021. Total purity, 10,225.
1931-32. Salable, 8,786. Unsalable, 1,051. Total purity, 9,837. Total germination, 6,090.
Altho 9,837 samples were inspected for the season ending June 30, 1932, only 6,090 germination tests were run due to germination testing equipment not having been installed and ready for operation until Dec. 14, 1931, well after the season had started.

In the 1931-32 season 30 samples more than in the previous year were found unsalable. This made 10.68% of the seed inspected unsalable, compared with 9.99% the year before. The slight increase was attributed to changes in the law. Under the old seed law noxious weed seeds for tagging requirements was determined by count; under the new law it is by weight. The new Illinois Seed Law requires that the percentage of germination be shown on the tag.

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Scabby Barley Prevented by Good Farming

Professor Jas. G. Dickson, plant pathologist of the University of Wisconsin, addressed a gathering of grain supervisors, crop statisticians, maltsters, agricultural commissioners of railroads and elevator operators at a luncheon Feb. 10 at Chicago on scabby barley.

The parasite, known scientifically as gibberella, is present every season and winters over on crop refuse such as corn stubble, from which it spreads to barley when in flower under favorable conditions as to moisture. The parasite is borne by the wind and may get half way across a 40-acre field; but as a rule not more than 15 feet.

The remedy is to plow under the corn stubble, covering it completely. This also increases the yield of the barley six bushels per acre thru the better preparation of the seed bed.

As the parasite does not spread very far it is possible for many farmers to grow scab free barley in a community where a few farmers carelessly let the pest propagate, so that some way must be found for the local grain buyer to discriminate between good and poor farmers by paying substantially more for the product of the farmer who practices approved sanitation methods.

Care must be taken not to penalize the farmer whose grain may appear scabby but is not. Helminthosporium is sometimes mistaken for gibberella.

Dr. Dickson described the changes a kernel of barley undergoes when affected by gibberella, 95% of the starch being changed into sugar and may be leached out. The fats are changed and the protein is broken down.

The harm in feeding is done by an emetic principle, a glucoside acting on the nervous centers of animals having a single stomach, as the hog and man. The first effect is acute nausea. The second is vomiting, lassitude and almost drunken symptoms, so much so that in Russia in the Amur River valley in 1865 and 1867 where scabby barley had been made into bread it became known as "drunken bread."

Persistent attempts to feed the scabby barley to hogs causes them gradually to refuse to eat and the only effect of the diet is starvation. Altho no deaths of the animals are due directly to scabby barley the starved animals fall a prey to other diseases such as tuberculosis.

Cows can eat scabby barley for the reason that the harmful emetic principle is broken down in the first of the bovine's four stomachs. The poisonous principle is broken down in dilute alkali, or carried in an acid solution.

Redtop Seed

Over 90 per cent of the national supply of redtop is ordinarily produced in Illinois. The production of redtop seed in 1932, comprizing nearly 500 cars of 30,000 pounds, was about 100 cars less than the 1931 crop but fully 100 cars larger than the average for 1922-1931. With the unusually large carryover of approximately 450 cars, a supply sufficient for three years is now available. This situation has been reflected in the low average price of around 3½¢ per pound to the producer for the 1932 crop. With a bluegrass supply sufficient for two years' consumption and 1932 prices comparable to redtop seed prices, the market outlook for the 1933 seed crop is not promising.

A recent survey by the University of Illinois Agricultural Experiment Station indicates that the increase in the production of redtop seed has come about mainly thru expansion of acreage on the outer rim of the redtop area rather than thru further concentration of acreage in the older producing section. Increase in the use of lespedeza planted with redtop or in place of it and increased replacement of redtop by soybeans is expected to reduce redtop acreage. There is need to reduce greatly the acreage cut for seed and utilize it for grazing.—Ill. Exp. Sta.

Treat Seed Grain

"Few persons realize that the returns from seed treatment are generally more important in getting low production costs in such years as we have just experienced, than they are when prices are high," says R. C. Rose, plant disease specialist at University Farm, St. Paul.

The disposition of farmers to neglect treatment of seed when grain is low priced leads to the development of disease. There is danger of diseased seed being planted this year and it behooves every elevator operator to keep the dangers of reduced yields from this cause before his patrons.

Iowa Studies Legumes and Grasses

Twenty species of legumes and grasses are being compared in pure and mixed seedings for hay and pasture at the Iowa State College.

Kentucky bluegrass has volunteered scarcely at all on the plots seeded in 1928, even though heavy stands of the grass have been allowed to set seed in adjacent areas. This demonstrates the advisability of including some Kentucky bluegrass seed in the mixture if it is planned to pasture the crop after the second year.

Kentucky bluegrass now predominates, and in most cases there is little of any other species left, where mixtures were seeded which included only 3 pounds of Kentucky bluegrass seed per acre, or about one-fifth of the total amount of seed used. These experiments demonstrate that no other species can compete with Kentucky bluegrass when the forage is cut frequently or closely grazed.

The tests demonstrate that sparse sodding is obtained when such kinds as timothy, Bromus inermis, reed canary, orchard grass and tall meadow oat grass are mowed as often as five times a year. Excellent sods of these grasses have been maintained in pure seedings and mixtures when mowing has been done but twice a year.

Henry Morgenthau, Jr., of New York, is said to be slated for the position of chairman of the Federal Farm Board.

The Quaker Oats Co., on Feb. 17 reported net earnings of \$4,281,000 for 1932, against \$6,856,592 in 1931. Of the total current assets of \$30,883,000 more than \$22,186,000 consists of cash, government and municipal securities.

Books Received

INDUSTRIAL SAFETY CONTESTS.—Grain elevator operators, especially at the larger terminal houses, will find the pamphlet issued by the Metropolitan Life Insurance Co., New York, most helpful in organizing and conducting safety first contests among the employees. The booklet does credit to the company's humanitarian policy.

DECLINE OF NORTHWESTERN FLOUR MILLING goes into the changes in consumption and marketing methods, influence of freight rates, changing wheat areas and the results and prospects leading to the diversion of milling from Minneapolis to Buffalo and Kansas City. By Victor G. Pickett and Roland S. Vaile. The University of Minnesota Press, Minneapolis, Minn.

THE RED BOOK for 1932 is replete as usual with the necessary statistics of the grain and provision markets invaluable to speculator, shipper, receiver and miller. Crops, imports, exports, etc., of principal countries are stated. The price record of cash grain and the active futures on the Chicago Board of Trade is given for each day of the year, with complete explanations on how to trade thru a broker. Paper, 56 pages, 9x13, Howard, Bartels & Co., Chicago; price, \$1.

DEVELOPMENTS in the Electrical Industry during 1932 have extended into almost every branch of electric service, such as lighting, heating, welding, refrigeration, radio, aviation, motors, electronic tubes, household appliances and grain pneumatic elevators, as described in detail in the January General Electric Review and reprinted in a pamphlet of 67 pages, 8½ by 11½ ins. The late developments in thyatron tubes and circuit breakers are interestingly sketched by the author, John Liston, in this beautifully illustrated brochure by the General Electric Co., Schenectady, N. Y.

The Michigan Bean Jobbers Ass'n has been admitted to affiliated membership in the Grain & Feed Dealers National Ass'n.

Weather maps are now sent by teletape by the Weather Bureau, which prepares the maps every four hours for aviators. The maps are given to the Department of Commerce and there they are sent over a number of electric circuits simultaneously, duplicating the map at all points teletype equipped.



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Grain Carriers

Minneapolis, Minn.—Box cars delivered here by all carriers are smelly, oily and full of coal dust.

The Interstate Commerce Commission has postponed an argument on whether it should initiate an investigation to determine if freight rates should be reduced on all basic commodities.

Buffalo, N. Y.—It is rumored that the railroads contemplate reducing the rate on wheat from Buffalo to the seaboard from 9.1 to 5c, of which only $\frac{1}{2}$ cent is to be allowed for elevation at Buffalo.

Bloomington, Ill.—Railroad men and their friends to the number of 1,000 met here Feb. 16 and protested against the use of tax money in subsidizing truck and waterway competition with railroads.

St. Louis, Mo.—Grain shippers from New Orleans, Memphis, Birmingham, Burlington, Cairo and Peoria attended a conference here Feb. 9 with federal barge line officials, but adjourned without being granted the desired rate reduction.

St. Louis, Mo.—Railroads serving the National Stock Yards have put into effect a 10,000-lb. minimum weight to apply on all classes of live stock except horses and mules, from points in Missouri. This will aid the rails to compete with the trucks.

Three members of the Dominion Parliament have asked the Bennett government to institute a tolls system on the Welland Canal, but Robert Manion, canal minister, explained that the canal was free under a treaty. Canadian boats have the free use of the United States Soo Canal.

To meet truck competition the Railway Express Agency has been authorized by the Interstate Commerce Commission to establish store door delivery and pick up on 1st, 2d, 3d and 4th class, the experimental rates to expire July 31, and to apply in the southeastern states, in limited territory.

Meetings of shippers advisory boards will be held in the Plaza Hotel, San Antonio, Tex., Mar. 2, by the Southwest Board; in the Deshler-Wallick Hotel, Columbus, O., Mar. 14, by the Ohio Valley Board, and in the Jefferson Hotel, St. Louis, Mo., Mar. 15, by the Trans-Mo. Kansas Board.

The Interstate Commerce Commission has ordered the Norfolk & Western to pay reparation to Gov. Henry C. Stuart of West Virginia who was denied reduced rates on feed grain into the drouth area by the county agent on the ground he was in good financial situation. The governor thereupon claimed he was discriminated against.

Albany, N. Y.—All interior shipments from the elevator here have been made by truck, but after five months of effort the Cargill Grain Co. has succeeded in having the first commodity rates on grain established out of this city, and now two carloads a day are moving out to points on the Delaware & Hudson which granted the reduced rates. New rates on grain and grain products from Albany to the New York metropolitan district are being established by the New York Central Railroad, effective Feb. 17. The new rates from Albany are 13 cents a hundred pounds to Binghamton, which drop to 9 cents a hundred at Cherry Valley, and reach 14.5 cents at Rouses Point. By the Erie from Buffalo, Binghamton has grain rate of 15.5 cents; and by the New York Central, 17.5 cents. Howes' Cave and Elsmere get a rate of 7 cents for grain and 8 cents for grain products.

Springfield, Ill.—The Taxpayers Hard Road Ass'n has issued a statement that, "It is our purpose to continue our campaign towards recapturing Illinois' hard roads for the taxpayers who paid for them. If over-sized trucks and buses are to continue usurping our highways, they should at least be taxed in direct proportion to the damage and inconvenience that they cause. We believe that they should be taxed on the basis of their weight and the number of miles they operate over our roads."

Lower barge line rates to New Orleans are enabling millers and dealers at Tampa, Miami and Jacksonville not only to shut Birmingham and other cities out of the Florida market, but they are trucking grain products into North Florida, South Alabama and Georgia, heretofore one of Birmingham's best markets for these products. Birmingham interests are hopeful the barge operators will make some adjustment so they will not lose the business they have been years building up.—G. H. W.

Truck transportation has become an indispensable and valuable agency in terminals and for short hauls; but to continue to foster long distance truck transportation by subsidies and lack of regulation will undermine the ability of the railways to render service that they only can render, and will completely destroy the publicity, stability and equality of freight rates which have become essential to the nation's commercial welfare. Samuel C. Dunn, editor of the Railway Age, told the Southwestern Lumbermen's Ass'n in convention at Kansas City.

Chicago, Ill.—Addressing the Traffic Club Feb. 16 E. A. Jack, traffic mgr. for the Aluminum Co. of America, said, "Everybody knows that the motor truck is not as economically efficient as the railroad but it is thriving on the rates the railroads have been forced to charge because of the tape worms we have foisted on them thru silly legislation. The country passes laws which create an Interstate Commerce Commission which digs in, builds up its machine, substitutes its largely empirical ipse dixits for economics and puts the railroads in strait jackets."

Minneapolis, Minn.—Voluminous testimony was offered the second week of the Interstate Commerce Commission hearing by Frank B. Townsend, director of the Minneapolis Traffic Ass'n. He pointed out the discrimination in rates on wheat from Montana to Minneapolis and the Pacific Coast, in favor of the latter. For instance, from Havre, Mont., to Minneapolis, a distance of 896 miles, the rate is $41\frac{1}{2}$ c, but from Havre to Seattle, a distance of 870 miles, the rate is $37\frac{1}{2}$ c, although the latter haul is over two mountain ranges at a much heavier operating expense.

Springfield, Ill.—Fear that they would be legislated off the highways has led the truck interests to organize the Agricultural Transportation Ass'n of Illinois. C. F. Mansfield, general manager of the new ass'n, says. Records of the secretary of state's office show that trucks and buses in the year 1932 paid \$4,025,676 in license fees, not including gasoline tax, in the same year the highway department expended for maintenance of all the hard roads in the state including engineering and administrative overhead, \$3,757,722. If it were not for the trucks and buses paying this four million dollars in license fees annually, which is more than the entire maintenance costs of the hard road system, the individual owner of the motor car would have to pay from \$3.00 to \$4.00 more per year for his license fee.

Edgar Markham has resigned the secretaryship of the Federal Farm Board to join the Grain Com'te on National Affairs. Mr. Markham was assistant to Alexander Legge when the Farm Board was first organized.

Data on Trucks

There are 3,231,000 motor trucks in operation in the United States compared with 3,490,000 a year ago. The 2,500,000 owners paid \$290,000,000 truck taxes in 1932. The trucks represent 13% of all vehicles and their taxes 27% of all vehicle excises.

One hundred railroads are operating 12,000 trucks. A year ago, eighty-five railroads were using 10,000 trucks. Railway express agencies operate 9,247 trucks.

Of the nation's trucks, 27% are owned by farmers, 85.8% are privately owned and operated, 8.7% are contract carriers, 1.05% are interstate common carriers, and 4.45% are intra-state common carriers.

Chicago Switching Rates to Stand

Examiners Faul and Wilbur of the Interstate Commerce Commission have recommended that the Commission approve switching rates which have been declared to be equitable by the Illinois and Indiana commerce commissions.

The case originally arose in 1927 when the railroads sought higher rates. On Aug. 29, 1931, the Illinois Commerce Commission entered an order finding that the carriers had not justified their demand for rate increases.

Following the Illinois order, the carriers appealed to the Interstate Commerce Commission to overthrow it under section 13 of the Interstate Commerce Act, claiming that the Illinois rates, being lower than the interstate rates, constituted a burden on interstate traffic and gave Illinois shippers unlawful preference.

The report by the examiners recommends that the entire proceedings be discontinued and the Illinois state rates be found to be lawful.

The rates requested by the roads were: $2\frac{1}{2}$ to 3 cents 100 pounds on one line hauls, from $2\frac{1}{2}$ to $3\frac{1}{2}$ for two line hauls and from 3 to 4 cents for three line or more hauls on interstate shipments.

Jas. Richardson & Sons of Winnipeg operate their own radio broadcasting service in Western Canada, their long and short wave system giving market news that reaches even Australia.

Decisions and New Complaints

Before the Interstate Commerce Commission:

No. 25485, Davis Milling Co., Inc., v. Norfolk Southern. By Examiner Harold M. Brown. Dismissal proposed. Rate, wheat, in bulk, Wenona, N. C., to Norfolk, Va., not unreasonable or otherwise unlawful.

No. 25457, Goldcamp Mill Co., Inc., v. A. C. & Y. By Examiner W. A. Disque. Rates, points in central territory, grain milled in transit at Ironton, O., and forwarded as products to destinations in the Virginias and Kentucky on the line of the N. & W. and Virginian, unreasonable to the extent they may exceed sixth class. New rates proposed.

No. 23756, Albers Brothers Milling Co. v. Southern Pacific. By Examiner J. H. Smith. Dismissal proposed. Applicable rates, grain, Buhl and Hill City, Ida., transported to, and accorded transit service at Oakland, Calif., and on the products thereof forwarded to El Centro, Los Angeles, and Winefoot Station (Los Angeles County), Calif., determined and undercharges found to be outstanding.

No. 25476, Union Flouring Mill Co. v. Union Railroad of Oregon. By Examiner Carl R. Schlager. Rates, grain, flour, and feed, Union, Ore., to Union Junction, Ore., and moved interstate to St. Louis, Mo., and Seattle, Wash., proposed to be found inapplicable. Applicable rate proposed to be found to be 2 cents. Reparation proposed. Shipments, flour, Union to Union Junction, which moved to Portland, Ore., not shown to have moved in interstate or foreign commerce.

Feedstuffs

Toronto, Ont.—The Canadian Feed Manufacturers Ass'n held an evening meeting Feb. 8 in the Royal York Hotel and enjoyed an excellent dinner and entertainment.

Washington, D. C.—Appearing at the hearing on the sugar tariff, J. H. Caldwell, representing the American Feed Manufacturers Ass'n, testified against increased duty on blackstrap feeding molasses.

Los Angeles, Cal.—January receipts of kafir and milo at this market were 36 cars, compared with 127 cars a year ago. Receipts of bran and shorts were 70 cars, compared with 118 in January last year.

Milwaukee, Wis.—Whitney H. Eastman, pres. of William O. Goodrich Co., manufacturers of linseed and soy bean oil meal, and of the National Soy Bean Oil Manufacturers Ass'n, has been named pres. of the Milwaukee Ass'n of Commerce.

Janesville, Wis.—The Retail Feed Dealers Ass'n has voted to buy only from truck haulers who do not sell to farmers. A list is being compiled of accredited truckers who do not sell to farmers.

Des Moines, Ia.—A bill has been introduced in the state legislature providing that: "No person shall operate for hire or for compensation of any kind any portable food or feed grinder, oat huller or mill in any county in this state without first having obtained from the auditor of the said county a license to operate same in the said county. The fee for such license shall be \$100 for each such food or feed grinder, oat huller or mill, and the license shall expire one year from the date of issuance thereof. Any person violating any of the provisions hereof shall be guilty of a misdemeanor."

U. S. Livestock Population

An increase in the number of cattle and hogs on farms and a decrease in the numbers of horses, mules and sheep during 1932 is shown in annual livestock inventory estimates of the U. S. Department of Agriculture, as of Jan. 1, 1933. The number of milk cows also increased but there was a decrease in the number of yearling heifers being kept for milk cows. Total livestock units were 1.8% larger than on Jan. 1, 1932, and about 5% larger than on Jan. 1, 1927, the low point of recent years. The report shows:

Horses: The number of horses on Jan. 1 was 12,163,000 head, a decrease of 3.8% during 1932. On Jan. 1, 1918, the high point in horse numbers, the number was 21,555,000 head.

Mules: The number of mules decreased and the Jan. 1 number of 4,981,000 head was 2.1% below Jan. 1 a year ago.

Cattle: The rate of cattle increase during 1932 exceeded that of any year since 1928. The number of all cattle on Jan. 1 of 65,129,000 head was 3.9% larger than on Jan. 1, 1932, and 14.9% larger than on Jan. 1, 1928, the recent low.

The number of milk cows (cows and heifers two years old and over kept for milk) which is included in the total, also increased. The number on Jan. 1 was 25,136,000 head, 2.7% larger than a year earlier. The number of yearling heifers being kept for milk cows decreased about 1% during 1932, from 4,685,000 head to 4,641,000 head.

Swine: The number of hogs on Jan. 1 was 60,716,000 head, 2.8% larger than on Jan. 1, 1932, when it was 59,078,000 head. The number in the North Central States (Corn Belt) was 42,904,000 head, a small increase over the 42,602,000 head a year ago.

Sheep: Sheep decreased during 1932 for the first time since 1923. The number on Jan. 1 was 51,630,000 head, 3.2% less than the 53,321,000 head on Jan. 1, 1932. Most of the decrease was in the western sheep states.

Mileage Tax on Trucks Proposed in Northwest

Washington feed dealers are voicing vigorous protest against a proposed half-cent per mile tax on trucks for every speedometer mile registered on deliveries outside a five-mile radius from point of loading.

The measure is now before the Washington state legislature. The objection of the dealers is based on the narrow radius. They want the tax to apply outside a 30 mile radius.

Further objection is offered to proposed legislation requiring standardization of mixed feed packages to sacks containing 100 lbs. This pending legislation is aimed at making it unlawful to advertise a sack of feed, without stating the weight of the package. Advocates contend buyers naturally believe that advertised prices for feed are for 100 lbs.

Milk and Butterfat Value of Coconut Meal

By R. L. FORREST

Many feed producers and mixers consider only the protein, fat, fiber and ash content as properties upon which they may build their ration for the dairy cow, without analyzing the quality of these factors. Feeding tests prove percentages alone are of very minor importance.

Many mixers are constantly changing the proportions of ingredients in their good formulas because of price fluctuations in order that they may keep the protein up, cost down. This is lawful, but constant change, made by the mixer who does not know protein value, may be for better or for worse to the dairy producer. The quality of protein due to such changes in proportion of mix is never the same.

Inherent physical ability to produce rich milk and butterfat must be given consideration more than just protein content when selecting ingredients for a dairy feed. Some feeds may contain 55 per cent protein and 12 per cent fat but if they are not digestible, or if only a small amount of the protein and fat is digestible, the value of the feed is proportionately reduced.

Coconut meal contains a high percentage of digestible protein and fat. It increases the flow of rich milk with higher butterfat content. In addition to these valuable properties, coconut meal also defers the time of reduced lactation of the cow. Little has been written about the reason for these facts, and for the benefit of dairy producers a table of comparison of milk fats with some vegetable fats is presented:

Percentage of Fatty Acids in Milk Fat Glycerides Compared With Some Vegetable Fats

Name of Fatty Acid	Milk Fat	Soya Meal		Linn. Seed Meal		Peanut Meal		Cotton Meal	
		Fat	Meal	Fat	Meal	Fat	Meal	Fat	Meal
Butyric ..	5.45								
Caproic ..	2.09	0.20							
Caprylic ..	0.45	7.40							
Capric ..	0.32	9.50							
Lauric ..	2.57	49.10							
Myristic ..	9.89	17.00							
Palmitic ..	38.61	4.30	6.80	7.30		0.30	20.00		
Stearic ..	1.85	1.20	4.40	4.40		4.90	1.80		
Oleic ..	32.50	10.50	33.40	46.00	5.00	60.60	29.20		
Linoleic ..			49.3	35.20	48.50	21.60	42.80		
Arachidic ..			.70	0.40		3.30	0.10		
Lignoceric ..			.10	0.04		2.60			
Linolenic ..			2.20		34.10				

(References: Lewkowitsch, Woodman and Jamieson.)

This table shows nine fatty acids in milk fat glycerides while those of coconut oil meal fat contain eight, all but butyric.

Coconut meal absorbs water in the ratio of 5 to 1, and, according to the Michigan Experiment Station, 30 per cent of the water taken into the producing cow goes into the milk stream, hence coconut meal produces more milk in the pail.

Evansville, Wis.—A new idea in poultry raising is the production of 1¾ to 2 lb. broilers in 92 days in a poultry factory where they never see daylight. The birds are hatched in incubators and are never out of pens. Red lights are used to keep them from fighting, except for specified periods when electric sunlamps replace the outdoor sunlight that the birds never see. Handling is done with sterilized gloves to prevent outbreaks of disease.

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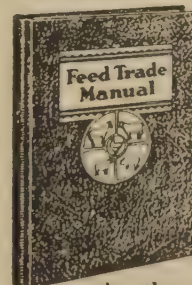


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Poultry Feeds and Feeding

Average Recommendations in Feeding Chicks

Average chick feeding practice being a matter of interest to large and small mixers alike, the poultry department of the Kansas State College, with unerring penchant for collecting statistical data, sent a questionnaire to all the experiment stations in the country to learn their recommendations in baby chick feeding practice and their ideas of what little chicks should eat.

Prof. L. F. Payne, head of the Kansas College poultry department, reduced the replies from 40 states to averages as of last November. His summary of feeding methods and average analysis shows:

Age at first feed—	Number States	Per Cent
(a) When placed in brooder house	12	30.0
(b) When 24 hours old.....	12	30.0
(c) When 24-48 hours old.....	12	30.0
(d) When 48 hours or older.....	4	10.0
Chicks started on mash only.....	36	90.0
Chicks started on mash and grain.	3	7.5
Chicks started on grain only.....	1	2.5
Begin feeding scratch grain:		
(a) 1 day to 3 weeks.....	15	37.5
(b) 4 to 7 weeks, inclusive.....	15	37.5
(c) 8 weeks or older.....	9	22.5
(d) No scratch grain fed.....	1	2.5
Chicks started on water.....	32	80.0
Chicks started on liquid milk.....	3	7.5
Chicks started on water and milk.....	5	12.5
One station uses all three methods.		
Animal Protein concentrate: Starting mash,		
high, 25%; low, 5%; av. of all, 16.6%.		
Crude analysis, average of 23-replies:		
Ash, 7.81; protein, 18.31; fiber, 4.63; N. F. E.,		
53.57; fat, 4.82.		

Method of starting chicks: (a) Brooder houses, 27; (b) Battery brooders, 18. Both methods are used by 12 of the above. Only one station uses tobacco dust in chick mash.

Starting Rations for Growing Chicks, Reported by 30 States, November, 1932

All states recommend all mash feed for starting chicks except Florida, where cracked corn and evaporated milk is fed the first two weeks and hard boiled eggs are substituted for the milk the third week. Mash and grain are used thereafter. The ingredients in the all mash, the number of states using each ingredient, and the average amount incorporated by all states are as follows:

Ingredient	No. Incidents	Av. Amt. Used, %
Corn, ground, yellow.....	30	40.05
Wheat shorts.....	9	22.53
Wheat bran.....	23	16.27
Oat groats.....	7	16.24
Wheat middlings.....	15	16.11
Wheat, ground.....	4	16.00
Oats, ground.....	10	11.31
Milk, dry.....	10	8.42
Milk, skimmed, dry.....	10	8.28
Meat scraps.....	28	8.10
Buttermilk, dry.....	9	5.97
Fish meal.....	9	5.77
Cottonseed meal.....	3	5.10
Alfalfa meal.....	3	5.03
Alfalfa leaf meal.....	16	4.70
Oyster shells.....	7	2.13
Linseed meal.....	1	2.00
Limestone, ground.....	9	1.87
Bone meal.....	11	1.86
Cod liver oil.....	13	1.02
Salt.....	29	.77
Charcoal.....	1	1.00
Sulphur.....	1	.50

All but one or two stations recommended yellow corn. Only one state did not mention dried milk in any form and one state depended upon dry skim milk alone as the protein concentrate. The protein concentrate ranged from 25 per cent for the highest to 5 per cent for the lowest. The number of ingredients used in the mash ranged from 5 to 12 with 8 as an average. The number of different chick rations recommended by any one station varied from one to ten.

Everson, Wash.—The Fox River Butter Co., subsidiary of the Borden Co., has a 180-acre experimental poultry station near here. It has been primarily developed to demonstrate that it is profitable to raise poultry and produce eggs on a large scale, and to test the company's feeds before they are offered on the market. The plant has 16 modern laying houses, and 22,000 busy laying hens.

Century of Progress Laying Contest Plans

Blue ribbon hens from United States and foreign lands will compete in an egg-laying contest at A Century of Progress Exposition, Chicago.

The contest, entries and inquiries for which have already come in from twenty-eight states, Canada and four foreign countries, is the first ever to be held in connection with a world's fair. It is sponsored by the National Poultry Council.

Contest birds will be housed the first week in April, the actual egg count starting on May 1 and continuing over a twenty-six weeks' period, ending Oct. 29, two days prior to the closing of the Fair. The first batch of 5,000 baby chicks will come off on June 1. It is planned to hatch 5,000 chicks each week as long as they are salable. Thereafter the daily collection of fresh laid eggs will be purchased by Chicago hotels and housewives.

One hundred pointed arch houses, each divided into two pens, will accommodate the 200 entries. Only the highest ten layers in each entry will count toward the totals of the individual pens.

In addition, thirty houses and pens along a parked section of the frontage of Leif Ericson drive will house specimen flocks of unusual varieties of domestic and wild land and water fowl such as will not be represented among the regular contest entries.

The Egg Market

Plain, ordinary, heavy receipts are credited with having caused the bad breaks in the egg market bewailed by farmers and poultry men for the past 30 to 40 days.

A mild winter caused hens to come into heavy production earlier than usual and the six major surplus egg producing states of the middle west each made a marked increase in their offerings at principal markets. For instance, in the last week in January, Minnesota offerings ran up to 14,440 cases, compared with 10,292 cases in the same week last year. Iowa figures were 27,169, compared with 11,092; Missouri, 36,221, compared with 26,227; South Dakota, 8,012, compared with 3,085; Nebraska, 11,793, compared with 7,984; Kansas, 37,127, compared with 14,474. In several cases offerings were much more than double what they were in the comparative week a year ago.

When the cold wave of early to middle February broke it caused a rise in bids for eggs. The market went up. Egg buyers know that cold weather decreases production, and that shorter supplies would enable them to get better prices.

Okemah, Okla.—B. B. Benson of the Okemah Mill & Elevator Co., has announced opening of a hatchery with electric incubators, and has arranged with a licensed culler to help farmers check their flocks.

State colleges are beginning efforts toward improvement of egg quality. Standardization of color and quality is sought to improve the market demand. Exploitation of the rich color of corn belt egg yolks is advocated.

Loans for Buying Baby Chicks

The U. S. Government thru the Agricultural Credit Corp. will loan money to farmers and poultrymen this season for buying baby chicks.

The United States is divided into 12 Federal Land Bank Districts and according to the best information obtainable each of the regional managers is being given limited leeway in working out a plan for loans in his own district.

Grain dealers and poultry farmers can secure complete details of this plan and application forms from the Agricultural Credit Corp. branch bank in his district. Some of the conditions outlined on the loans are as follows:

The primary security will be liens on the chickens raised and on the feed equipment used in producing same.

The applicant must be known as a poultry raiser, engaged primarily in the business of raising poultry. All loans be fully and adequately secured.

The maximum amount of a loan not exceed seventy-five per cent (75) of the cost of the appraised value of the poultry, such appraisal being based on current replacement costs of poultry of like kind and quality.

That applicants have feed on hand, free of encumbrance, or available cash funds with which to purchase feed sufficient to bring the chicks to marketable condition.

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Feeding Vitamins

By C. W. SIEVERT
Before Washington Feed Dealers Ass'n

Knowledge of vitamins is continually being developed, and experimental work is being done all over the world. This development is so fast that the information of today may be out of date or incomplete six months or a year hence.

Vitamins are accessory food substances, chemical and physical natures not fully known. They are named A, B, C, D, E, and G. Many letters are left in the alphabet and undoubtedly more will be used in a few years.

The feed manufacturer and dealer is interested principally in the effect produced by vitamins. We really know the vitamins only by the effect they produce under given conditions. We have always had vitamins, but up until a comparatively few years ago we didn't know it. There may be many other things in feed that we do not know nowadays, but which will be known ten or a hundred years from now.

Vitamins are particularly important in chicken feed, because of all farm animals, chickens are most frequently raised under unnatural conditions. Animals that have access to natural conditions and food receive the benefit of many vitamins that are not in the ration as prepared by the feed mixer. Since chickens are most under confined conditions, the feed for chicks must be very complete in order to make up for the artificial life.

VITAMIN A is fat soluble and is associated with growth promotion; also prevention and cure of a peculiar eye condition of some animals known as xerophthalmia. It seems to be a factor in resistance to respiratory diseases. A lack of vitamin A will cause hens to stop laying, and will develop nutritional roup.

Vitamin A seems to be associated with carotene. Some say that carotene is vitamin A while others claim it is closely related to it, and possibly a form of vitamin A.

Important sources of vitamin A are green leaves and green vegetables, some yellow vegetables and yellow corn. Dried alfalfa is probably one of the best sources. Yellow corn is a fairly satisfactory source and detectable quantities which, however, are quite small, have been found in barley, bran, cottonseed meal, and cottonseed oil. Traces are indicated in millet and unpolished rice and in some flours. Vitamin A has not yet been demonstrated in white corn, oats, polished rice, corn starch, and purified samples of patent flour.

For feed, yellow corn and alfalfa are the usual sources. Cod liver oil and some other fish oils are also good sources. Corn gluten meal, made from yellow corn has been shown to be a very good source.

In a ration for growing chickens and laying hens, 40 to 50% of yellow corn is ordinarily sufficient. However, there is possibility that the quantity of vitamin A furnished may be a borderline amount and that the effects of partial vitamin A deficiency may eventually show up if birds are restricted to this quantity throughout their life. If 5 to 10% of bright, green, fragrant alfalfa meal or alfalfa leaf meal is added to the mash, the danger of supplying borderline quantities is eliminated. According to Cornell University, little possibility exists for feeding too much of this vitamin because the range between the minimum quantity needed and the maximum amount is probably very great.

Washington State College says vitamin A is supplied in yellow corn, fish oil, fresh green feed, yellow carrots, and dehydrated alfalfa meal or properly cured alfalfa leaf meal. The Missouri Experiment Station and Iowa State College both call attention to egg yolks as a good source of vitamin A and consequently feeding of hard boiled egg yolk to growing chicks. The amount of vitamin A in egg yolk is to some extent tied up to the amount of

vitamin A in the feed the hen receives. In many instances the vitamin A containing feed materials also contain green and yellow coloring matter and the use of considerable of these materials causes the egg yolk to acquire a considerable yellow color. There is much argument in certain markets regarding the desirable color of egg yolk. From the feeding standpoint, the chances are that the darker colored yolks will contain the larger amounts of vitamin A, and be better protective feed.

The vitamin A content of butterfat is derived from the feed which the cow consumes. Experiments have shown the vitamin A content of butterfat is controlled at will by feeding cod liver oil to cows. Similarly the inclusion of green feed has done the same thing. It has been pretty well established that the vitamin A content of the products of an animal such as milk or eggs is determined by the amount in the feed which the animal consumed. This vitamin is stored to some extent in the body.

[Continued in next issue.]

Good Hatchability of Eggs

By PROF. H. D. MUNROE

The price of hatching eggs depends greatly on how many strong, healthy chicks can be produced from a hundred eggs. Care and management of the breeding flock influences the hatchability of eggs produced.

The breeding flock needs a rest from egg production prior to the hatching season. While the flock is molting, it has time to store up materials that have been used up during the long period of production. The breeding flock should never be forced for egg production during the breeding season altho normal high rate of production (50%) does not seem to affect fertility or hatchability.

The breeding flock needs access to the direct rays of the sun or should be fed cod liver or sardine oil. Recent experimental work showed that hatchability was increased 30% by feeding cod liver and sardine oil to confined hens.

The breeding flock should have plenty of green, succulent feed. Green feeds develop yellow color. Breeders with an abundance of yellow pigment produce hatchable eggs.

Alfalfa Meal Production Slightly Reduced

Alfalfa meal production in the United States during January, 1933, totaled 11,188 short tons, or slightly under that for the preceding month, according to the Bureau of Agricultural Economics.

Approximately 28,418 tons of meal were in store at mills at the first of January. This together with the month's grindings, made an aggregate supply of 39,606 tons. Stocks at the close of January were about 26,835 tons. Domestic consumption accounts for practically all the difference of 12,771 tons since exports continue very small.

Alfalfa meal production, United States, 1932-33 with comparisons:

Month	1932-33	1931-32	1930-31
June	14,112	23,688	31,165
July	15,113	14,954	24,680
August	14,906	17,404	30,570
September	18,734	18,933	41,974
October	17,894	16,944	25,959
November	12,491	21,164	28,921
December	12,467	19,515	26,987
January	11,188	12,606	34,375
February		12,521	16,564
March		10,516	14,217
April		8,747	13,095
May		9,561	12,666
Mo. average ...		15,546	25,098

Feed Future Prices

The following table shows the closing bid price each week in dollars per ton of standard bran and gray shorts for May delivery:

	St. Louis.		Kansas City.	
	Bran.	Shorts.	Bran.	Shorts.
Jan. 21.....	8.85	10.05	6.90	8.30
Jan. 28.....	8.65	10.00	6.80	8.20
Feb. 4.....	9.05	10.30	7.10	8.50
Feb. 11.....	8.90	10.20	6.95	8.65
Feb. 18.....	9.20	10.65	7.20	8.85

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This book is printed on enamel book paper from large type and well bound in cloth. Its 480 pages divided into 33 chapters and illustrated by over 200 engravings, teams with helpful, practical information. Price \$2.50 f.o.b. Chicago; shipping weight two pounds.

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Bone meal	Mill feeds
Brewer's dried grains	Minerals
Buttermilk, dried, semi-solid	Mineral mixtures
Calcium, carbonate, phosphate	Molasses
Cocao nut oil meal	Oyster shell, crushed
Cod liver oil	Peanut meal
Charcoal	Peat moss
Commercial feeds	Phosphates, rock
Corn germ meal	Potassium, chlorid iodide
Cottonseed meal, cake	Poultry grits
Feed mixers	Salt
Feed concentrates	Sardine oil
Feeders for mills	Screenings
Fish meal	Sesame meal
Formulas	Skim milk, dried
Gluten, feed, meal	Soybean, meal
Hammer mills	Tankage
Iodine	Vegetable oil
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Pigs Gain on Big Ten

Fermenting and culturing oats or a combination of oats and corn with three different commercially prepared yeast culture feeds failed to prove efficient and economical in growing and fattening spring pigs on rape pasture from soon after weaning to the 225-lb. market weight.

A free-choice ration of shelled corn self-fed, dry, the 42% protein Big Ten supplemental mixture, self-fed, dry and a mineral mixture self-fed, dry, on rape pasture gave greater gains at considerably less cost than the pigs fed the culture feeds.

A 16% protein supplemental mixture containing no added yeast nor lactic acid had all the virtues of the commercially prepared culture feed. Such a mixture may be made up for less money. The pigs fed the higher protein Big Ten supplement, however, made greater gains at a lower cost than the pigs fed the 16% protein mixture.

Replacing the alfalfa meal of the regular Big Ten supplemental mixture with soybean oilmeal was not advantageous as the gain was slightly less and feed requirements were somewhat higher. It would seem, therefore, to be good practice to continue to incorporate alfalfa meal into the Big Ten mixture.

Grain Feed for Cows on Pasture

The grain and feed dealer who allows the dairymen to turn cows into early pasture without any grain ration is doing injustice to the cows, the feeder and himself.

It is true the milk flow is often stimulated to a marked degree as soon as the animals are turned out, but the increase is at the expense of reduced body weight. A ration containing from 12% to 14% crude protein and from 10% to 12% digestible nutrients will keep the cows in flesh and maintain production. During the late summer when pastures are poor, flies troublesome, and shade scarce, the grain mixture should be raised to about 16% protein and silage should be added for succulence to advantage.

For early pasture feeding the following rations are suggested:

Ingredients	Lbs. of Ingredients			
	Formulas No.	1	2	3
Cottonseed meal	150	100
Soybean oil meal	200	50
O. P. linseed oil meal	50
Corn gluten feed	100	300
Brewers' dried grains	200
Wheat bran	400	200
Wheat middlings	140	140
Ground corn	600	1000	600
Ground oats	400	790	400
Molasses	200	200
Steamed bone meal	20	20	20
Ground limestone	20	20	20
Salt	20	20	20

New Feed Trade Marks

General Mills, Minneapolis, Minn., have applied for registration of the word "Sure-calf" as a trade mark, No. 333,186 for stock food.

Chappel Bros., Rockford, Ill., have applied for registration of the words "Bird-E-Ration" as a trade mark, No. 332,685 for prepared food for birds.

Chas. W. Priddy & Co., Norfolk, Va., have applied for registration of heads of pig and bird with the words "the best" as a trade mark, No. 332,661 for fish meal.

S. T. Edwards & Co., Chicago, Ill., have filed application for the registration of the word "STECO" as trade mark, No. 325,286, for dried skim milk for human consumption.

Albers Bros. Milling Co., Portland, Ore., has applied for registration of the words "Calf Manna" with a diamond, as a trade mark, No. 331,846 for mixed calf food.

Seguin Milling & Power Co., Seguin, Tex., has applied for registration of the words "White House" as trade mark No. 332,439 for scratch feed, laying mash, growing mash, dairy feed and pig feed.

New Process of Drying Alfalfa

The O. W. Randolph Co., well known manufacturer of driers for grain, has developed a new type of dehydrator for alfalfa hay.

Directly from the field as it is cut the alfalfa is fed into the drying machine, which has a capacity to handle three cuttings of alfalfa from 1,000 acres of land. From the drying machine the alfalfa passes into hammer mills where it is ground into a fine meal and sacked for market.

A valuable feature of the new process is the rapid conversion of the growing grass into an immediately salable commodity that can safely be stored or shipped to market. It is said to take only an hour from cutting to sacking.

Alfalfa meal produced by this process is more valuable than ordinary meal, because the vitamin A is retained; and the protein content is greater by 6 to 8 per cent.

Mr. Randolph and his associates of Toledo, O., have incorporated the Ohio Alfalfa Products Co., with \$50,000 capital stock, and headquarters at Toledo, to introduce the new process, and already have been offered three sites in Ohio and one in Michigan.

Other members of the company are Sam L. Rice of the Clover Leaf Elevator Co. and former pres. of the Ohio Grain, Mill & Feed Dealers Ass'n; Geo. D. Woodman, of the Norris Grain Co., and pres. of the Toledo Board of Trade; J. R. Bohn of the Swan Creek Lumber Co., and P. C. Prentiss, attorney, Napoleon, O.

Little Change in Cotton Seed Meal

By J. M. TRENHOLM.

Memphis, Tenn., Feb. 18.—There has been little or no change in the cottonseed meal market, prices being only slightly lower this Saturday than they were last. The market during the week has been reasonably active but fluctuations were limited. The price seems to be well stabilized at existing values. The demand has been reasonably steady from consumers, but remains much under normal.

After the holiday on Monday the market opened on Tuesday extremely weak, due to the financial situation in the state of Michigan. The weakness was only temporary and the market promptly recovered and continued on an even keel throughout the period. The cottonseed meal market is acting very much as all other commodity markets, slow but maintaining a steady undertone. Traders appear to be marking time. On Saturday there were more buyers than sellers, March meal selling at \$11.70 and \$11.75. The close was steady with the volume of trading exceptionally good for Saturday.

Adulterations and Misbrandings

Co-partners in Schultz, Baujan & Co., Beardstown, Ill., were fined \$25 each when they pleaded guilty in the district court to interstate shipment of misbranded dairy feed from Illinois into Kentucky on or about Jan. 10, 1931. The product contained less fat than was declared on the label and was composed partly from oat hulls, instead of wholly from the ingredients named.

Gwinn Bros. & Co., Huntington, W. Va., pleaded guilty and was fined \$200 in the district court for interstate shipment of two lots of wheat and rye middlings and screenings from West Virginia into Kentucky on or about Sept. 4 and 12, 1930. Samples of both lots were found low in protein and samples from one were low in fat. The label failed to declare the corn products which examination showed to be present.

International Vegetable Oil Co., Augusta, Ga., pleaded guilty to shipping two lots of misbranded cottonseed meal from Georgia into New York on or about Sept. 15, 1930. Branding called for 41.12% protein in one lot; 41% in the other. Analysis showed one lot contained 37.65% protein and not less than 14.94% crude fiber; the other contained 38.20% protein and not less than 11.42% crude fiber. A fine of \$100 was imposed by the district court.

The Neatsfoot Oil Refineries Corp., Philadelphia, Pa., plea of nolo contendere, and a fine of \$100 imposed by the court in action based on interstate shipment of a quantity of chick meat and bone meal from Pennsylvania into New York, labeled "Berg's Chick Meat and Bone Meal 55 Protein Manufactured by The Berg Company, Inc., Philadelphia, Pa., Guaranteed Analysis Min. Protein 55%." The protein content was lower than declared on the tag.

Washington, D. C.—Feb. 1 layings per farm flock averaged 26.8 eggs this year compared with 23.9 a year ago and 19.1 for the 5-year average. Considering eggs laid per hen the Feb. 1 average per 100 birds was 30.7 this year compared with 28 a year ago and 21.7 for the 5-year average.

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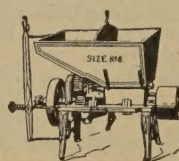
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Receiving and Stock Book. Many dealers prefer to keep each kind of grain received from farmers in separate columns so each day's receipts may be easily totaled. This book is designed for this purpose. It contains 200 pages, size $9\frac{1}{2} \times 12$ inches, and will accommodate 4,000 loads. Well bound in black cloth and keratol back and corners. Shipping weight, $2\frac{1}{4}$ lbs. Order Form 321. Price \$2.50.

Grain Receiving Ledger is an indexed book especially adapted for keeping individual accounts with farmer patrons. Each page is $8\frac{1}{2} \times 13\frac{3}{4}$ inches, numbered and ruled for 44 entries. Ledger paper and well bound in cloth with keratol back and corners. 28 pages. Shipping weight, 3 lbs. Order Form 43. Price, \$3.50.

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Grain Shipping Ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and page is indexed. This book contains 80 double pages of ledger paper with 16-page index, size $10\frac{1}{2} \times 15\frac{1}{2}$ inches, well bound with cloth covers and keratol back and corners. Shipping weight, 4 lbs. Order Form No. 24. Price, \$3.25.

Shippers Record Book. This book is designed to save labor in handling grain shipping accounts and gives a complete record of each car shipped. Its 80 double pages of ledger paper, size $9\frac{1}{4} \times 12$ inches, provide spaces for 2,320 carloads. Wide columns provide for the complete record of all important facts of such transactions under their respective heads. Bound in heavy cloth with keratol back and corners. Shipping weight, $2\frac{1}{2}$ lbs. Order Form 20. Price \$3.00.

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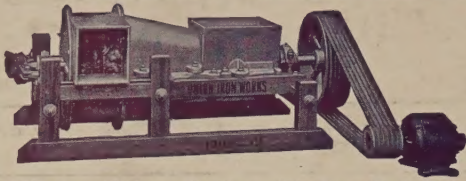
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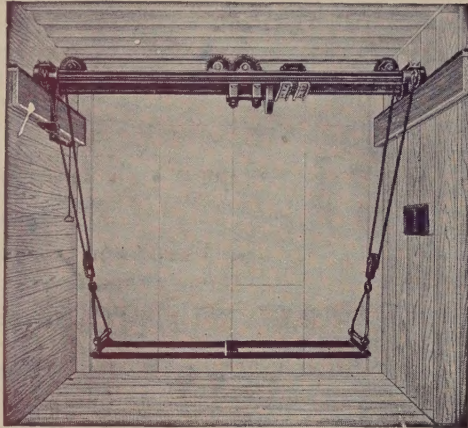


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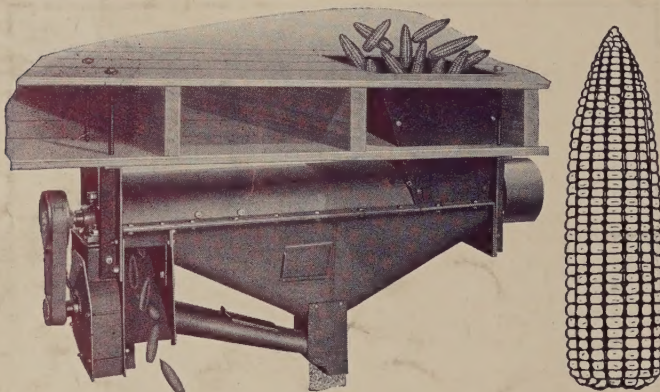
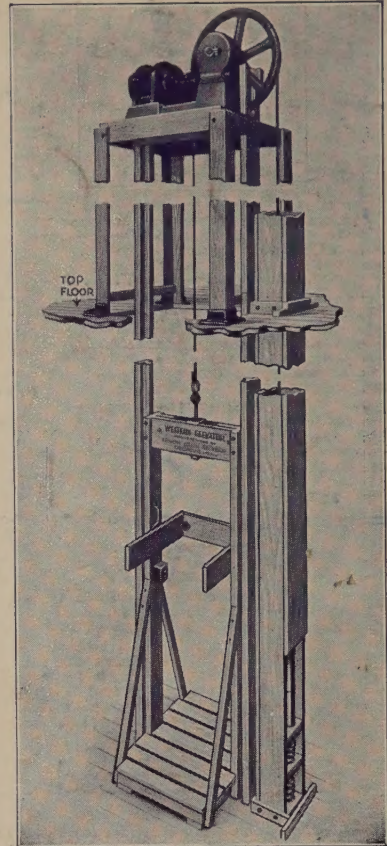
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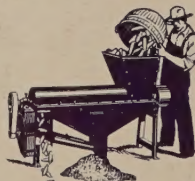
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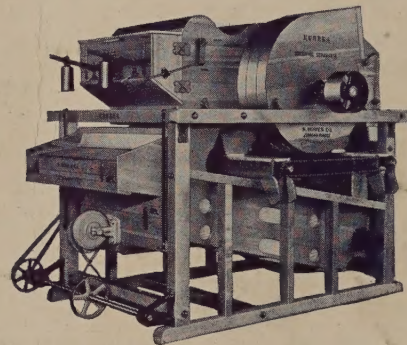
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